

# sacramento | 2040

General Plan Update & Climate Action Plan



# Virtual Citywide Workshop

## Summary

JULY 2020 ■ ■

# Virtual Citywide Workshop Summary

## Introduction

The 2040 General Plan is the City's blueprint for how and where Sacramento will grow over the next 20 years. It will contain policies that guide everything from transportation, jobs, entertainment, and public safety, to the type of homes available and much more.

In 2019, the City initiated an update to the General Plan to ensure it remains responsive to the challenges of the coming years. Along with updates to the General Plan, the City is also preparing an ambitious Climate Action Plan that outlines a community-wide framework for reducing greenhouse gas emissions and establishes Sacramento as a climate leader.

In the Spring of 2020, the Sacramento 2040 team embarked on the second phase of outreach for the General Plan update and Climate Action Plan. During this phase, the project team evaluated options and presented potential strategies to address some of the issues identified by the community in 2019. Phase two of the community engagement plan originally included three in-person Citywide Workshops at various locations throughout Sacramento, as well as an online survey. The purpose of the Citywide Workshops and online survey were to seek input from residents and help the City prioritize key proposed strategies around the issues of livability, mobility, climate change, environmental justice, economic development, and sustainable growth.

However, with the onset of COVID-19 and its subsequent health protocols, the Citywide workshops had to be cancelled to help protect public health. The project team then pivoted the Phase II outreach approach to a safe and inclusive virtual engagement effort.



The screenshot shows the City of Sacramento website interface. At the top, the navigation menu includes 'BUSINESS', 'CITY HALL', 'LIVING HERE', 'ONLINE SERVICES', and 'VISITORS'. The breadcrumb trail reads: 'Home > Community Development > Planning > Major Projects > General Plan Update and Climate Action Plan > Participate'. The main content area is titled 'WELCOME TO THE ONLINE COMMUNITY QUESTIONNAIRE' and includes an 'INTRODUCTION' section with a video player for 'Sacramento 2040 Virtual Workshop: Int'. Below the video is the 'OVERALL VISION' text: 'In 2040, the City of Sacramento will be a national model of sustainable, equitable growth and community development.' The 'PROVIDE YOUR INPUT' section features six icons representing different topics: Sustainable Growth, Climate Change, Environmental Justice, Economic Development, Livability, and Mobility.

*Previously planned in-person citywide workshops transitioned to a virtual engagement effort.*

## Workshop Purpose and Format

The purpose of the Virtual Citywide Workshop was to build awareness about the project; present proposed “big and bold” strategies that respond to community concerns voiced in the first phase of outreach; and obtain community input on the proposed strategies including levels of support or opposition and corresponding reasons.

The self-guided Virtual Citywide Workshop was open from May 18 – June 26, 2020. Through the City’s website, community members were able to watch six short informational, animated videos on:

- Sustainable and Responsible Growth
- Resiliency and Climate Change
- Safe, Equitable, Inclusive, and Just City
- Regional Economic Hub
- Livability and Sense of Place
- Interconnected, Accessible City

Each video recapped guiding principles and introduced a set of “big, bold strategies” for that specific topic. After watching each video and learning about the key strategies, community members then rated them to indicate their level of support. Participants were also provided with the opportunity to share open ended comments.

## Specific Community Engagement to Underserved Communities and Youth

To address the barriers to virtual engagement for underserved communities, the Sacramento 2040 team implemented a targeted outreach and notification plan to community-based organizations that provide services to historically underserved neighborhoods. Additionally, the project team developed the virtual workshop and informational videos in English, Spanish, and Chinese, and if requested, staff was prepared to assist over the phone in English or Spanish.

To incentivize high school students to participate and share the workshop with their families and peers, the Sacramento 2040 team developed and implemented a Student Rewards Program with two options:

1. Refer-A-Friend, which required students to promote the virtual workshop by sharing the link and their unique referral code to friends, family members, and peers and encouraging them to participate.



*Informational, animated videos available in English, Spanish, and Chinese explained each proposed strategy.*

2. “Face-to-Face,” where students could hold a virtual meeting with their extended family or friends (or immediate family if they live in the same household) and discuss one of the six topics. After watching the informational video together, the students’ group would review each question and submit their answers to the workshop.

## Results

A total of **1,139 households** participated in the Virtual Citywide Workshop (based on IP addresses). The project team received the following number of responses to each of the workshop’s topics:

- Sustainable and responsible growth: **789**
- Resiliency and climate change: **801**
- Safe, equitable, inclusive, and just city: **860**
- Regional economic hub: **733**
- Livability and Sense of Place: **795**
- Interconnected, Accessible City: **865**

**Forty-six high school students** from throughout Sacramento signed up for the program and garnered 64 responses to the virtual workshop.



*Students who participated in the Student Rewards Program Option 2 submitted photos of the group they held a “Face-to-Face” meeting with.*



## Sustainable and Responsible Growth

### Summary

Based upon outreach over the last year, the community identified opportunities for smart and sustainable growth that include:

- Concentrating new growth within Sacramento’s existing footprint and protecting surrounding open space;
- Linking new development to high-frequency, reliable transit networks;
- Promoting production of a variety of different housing types; and
- Making sure that Sacramento is walkable, bikeable, and sustainable, fostering healthy residents and a healthy environment.

To address these opportunities, the Sacramento 2040 team introduced potential strategies which will facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods, as well as expanding the City’s Sphere of Influence to include the Natomas Joint Vision Area.

Approximately 789 responses were received for this topic:

- The majority of respondents (93%) were neutral or supported compact mixed-use development in key commercial corridors.
- Approximately 82% of respondents were neutral or supported the strategy to expand the City’s Sphere of Influence to include the Natomas Joint Vision Area.

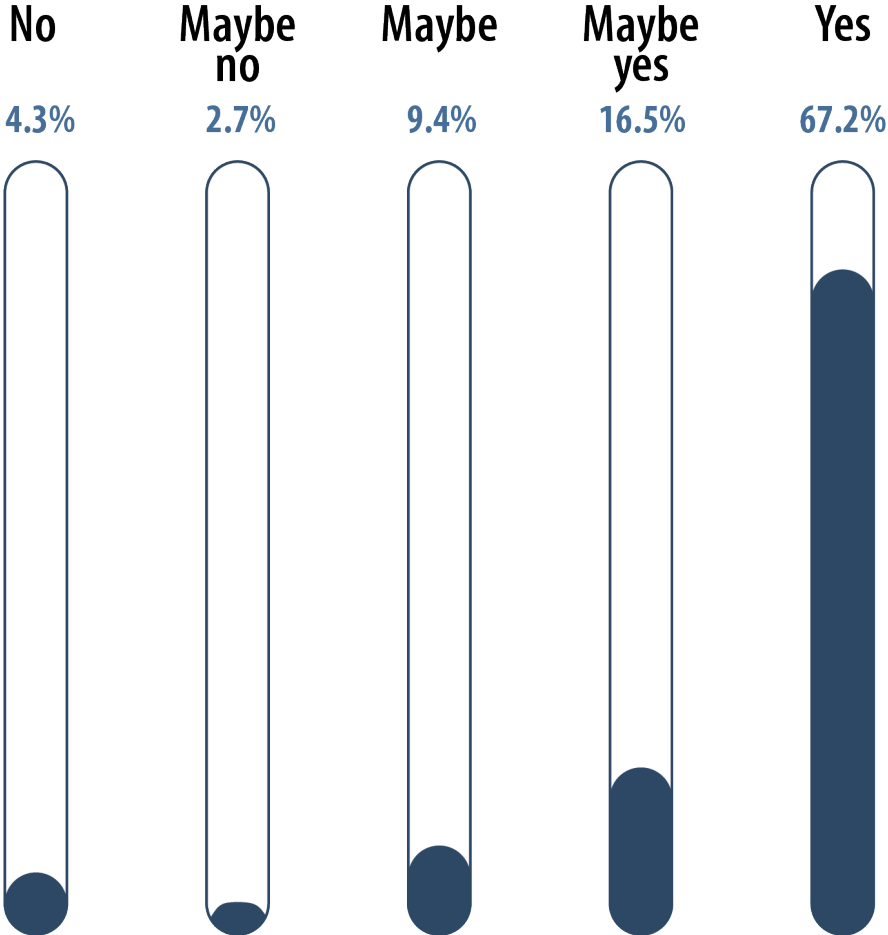
Comments regarding revitalization of commercial corridors indicated that participants desire a thoughtful approach that supports improving the bus network, encouraging mixed-use infill development, and increasing density in single-unit neighborhoods – especially those near transit stops.

Numerous comments expressed concern about the lack of affordable housing and the fear of residential and commercial displacement that could occur as a result of infill development and revitalization of key corridors. Some commenters brought up the idea of eliminating the single-family zone and/or allowing smaller multi-family housing types like duplexes or fourplexes in existing neighborhoods, which is one of the key strategies proposed under the Livability and Sense of Place theme, discussed later in this report. Generally, the comments received expressed support for infill and higher-density development as opposed to greenfield, sprawling development.

Many comments of support were submitted for the expansion of the City’s Sphere of Influence encompassing the Natomas Joint Vision Area with the expectation that the strategy would help prevent urban sprawl and help preserve open space, agricultural land, habitats, and wildlife.

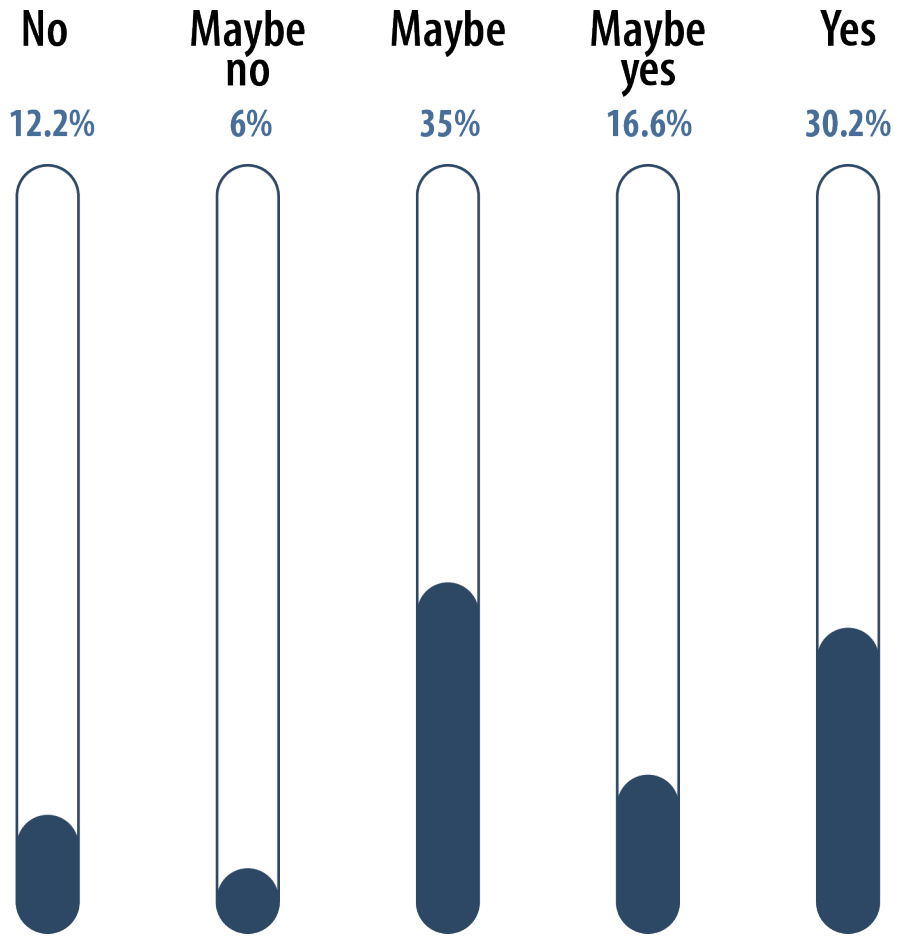
Big & Bold Strategy 1: Facilitate compact mixed-use development in key commercial corridors to create vibrant walkable and transit-supportive neighborhoods.

*Would you support this strategy?*



Big & Bold Strategy 2: Expand the City's Sphere of Influence to include the Natomas Joint Vision Area.

*Would you support this strategy?*



## Other Strategies

Here are some other strategies that could support sustainable and responsible growth in Sacramento. Which of these strategies would you support?



**Encourage homeowners to build ADUs 59.5%**



**Prioritize updating infrastructure 71.3%**



**Promote interim land uses 62%**



**Reuse and retrofit older buildings 86.1%**

*\*ADU = Accessory Dwelling Unit. ADUs are also known as secondary units, granny flats, or backyard cottages.*





## Resiliency and Climate Change

### Summary

Community members have expressed a strong, pressing concern and a desire for the City to take early action to address climate change. The virtual workshop presented several important actions in the form of potential big and bold strategies related to climate action and neighborhood resiliency. These strategies include:

- Transition away from fossil-fuel energy use to cleaner electricity;
- Increasing the amount of tree-canopy cover in the City, prioritizing investments in areas with populations most vulnerable to the effects of increased and extreme heat; and
- Developing a Neighborhood Resilience Network program that offers resources; and training and strategies to empower community residents.

More than 800 responses were received from community members on the resiliency and climate action strategies. Out of these responses:

- 81% are neutral or support an electrification requirement for all new buildings;
- 75% are neutral or support gradual electrification in existing buildings;
- 82% are neutral or support financial assistance programs for low-income residents to participate in this transition;
- 88% are neutral or support providing infrastructure to transition away from combustion engine to zero-emission vehicles;
- 99% are neutral or support increasing the urban tree canopy in the City, prioritizing underserved and vulnerable communities; and
- 92% are neutral or support a Neighborhood Resilience Network program.

Other strategies with support of over 70% from participants were for improving transportation alternatives to reduce car trips, reducing the amount of food and yard waste going to landfills and for preparing climate-ready infrastructure.

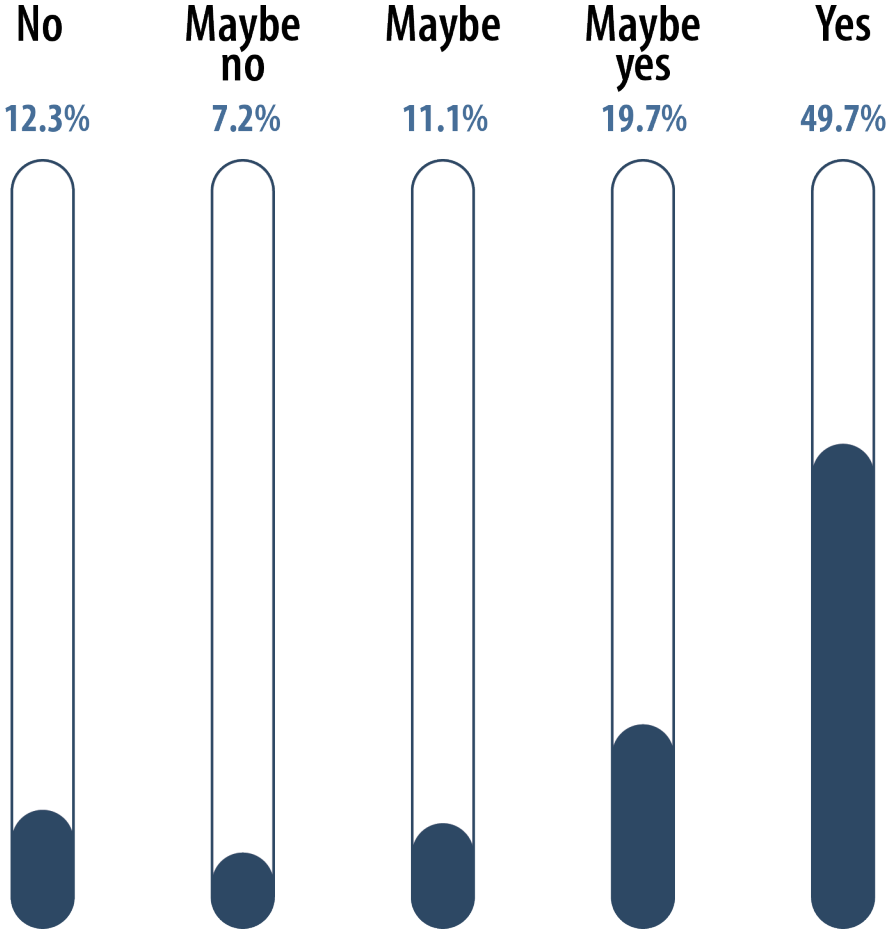
Comments reiterated support for increasing tree canopy coverage citywide, particularly in the most vulnerable and underserved areas. While many respondents support the reduction in emissions through the use of zero-emission (all-electric) technologies, some respondents expressed concern about the reliability of a power grid that relies on one source of energy, and the increased cost of transitioning to electric appliances, especially for lower income and underserved populations.

Regarding electric vehicles (EVs), some commented that charging stations should also be made available to low-income communities and that hydrogen fuel cell technology should also be supported. Some respondents also emphasized the importance of improving public transit and improving the bike and pedestrian network in effort to support the reduction of greenhouse gas emissions.

Some community members also acknowledged that income disparity positions low-income and vulnerable populations at a disadvantage with respect to climate change and its impacts. Community members were also supportive of other climate action strategies including composting, recycling and the energy retrofit of older buildings. A significant number of respondents urged the City to implement a citywide compost program for organic waste. There were also some comments on the importance of natural disaster planning as an adaptive measure in the face of climate change.

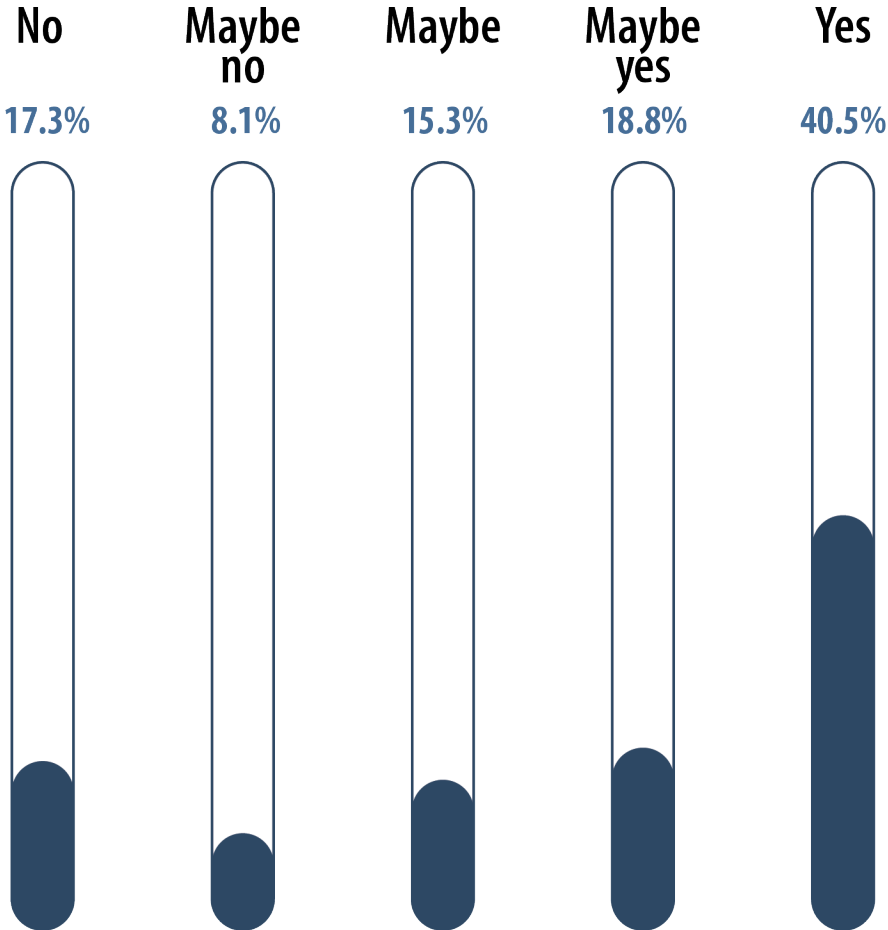
Big & Bold Strategy 1-a: Require all new buildings to be all electric and eliminate the use of natural gas and fossil fuels for building operations.

*Would you support this strategy?*



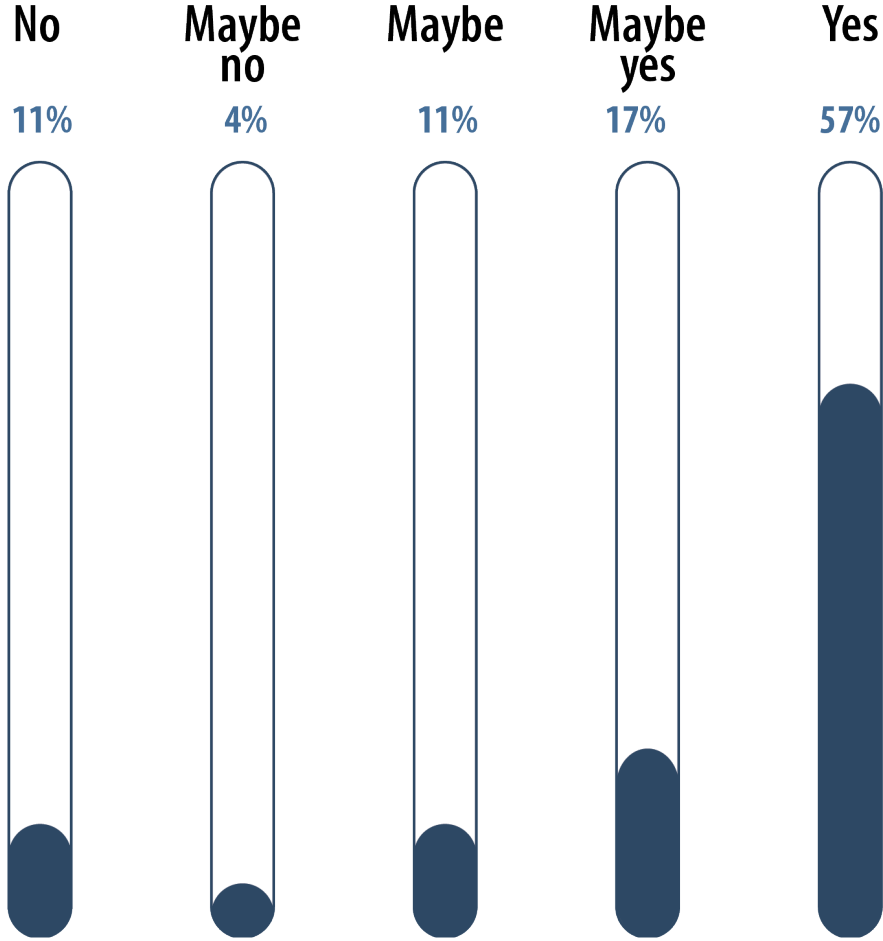
Big & Bold Strategy 1-b: Gradually transition existing buildings away from natural gas through the building permit process.

*Would you support this strategy?*



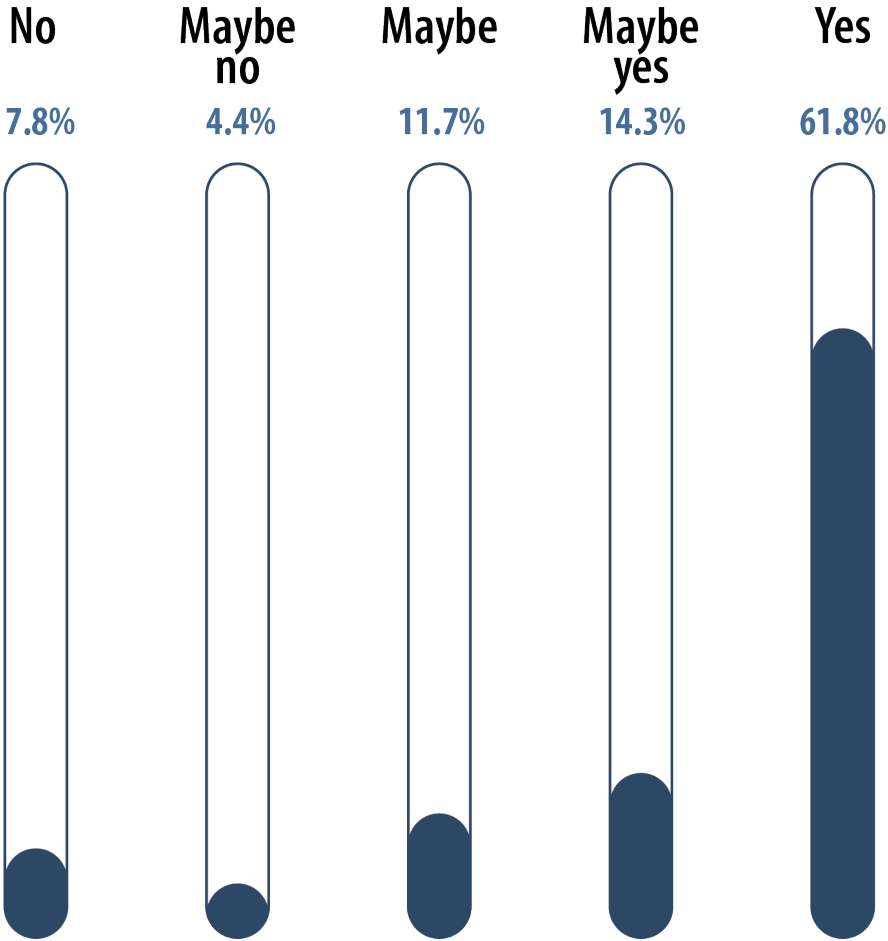
Big & Bold Strategy 1-c: Assist low-income residents to transition their homes from gas to electric by offering financial incentives.

*Would you support this strategy?*



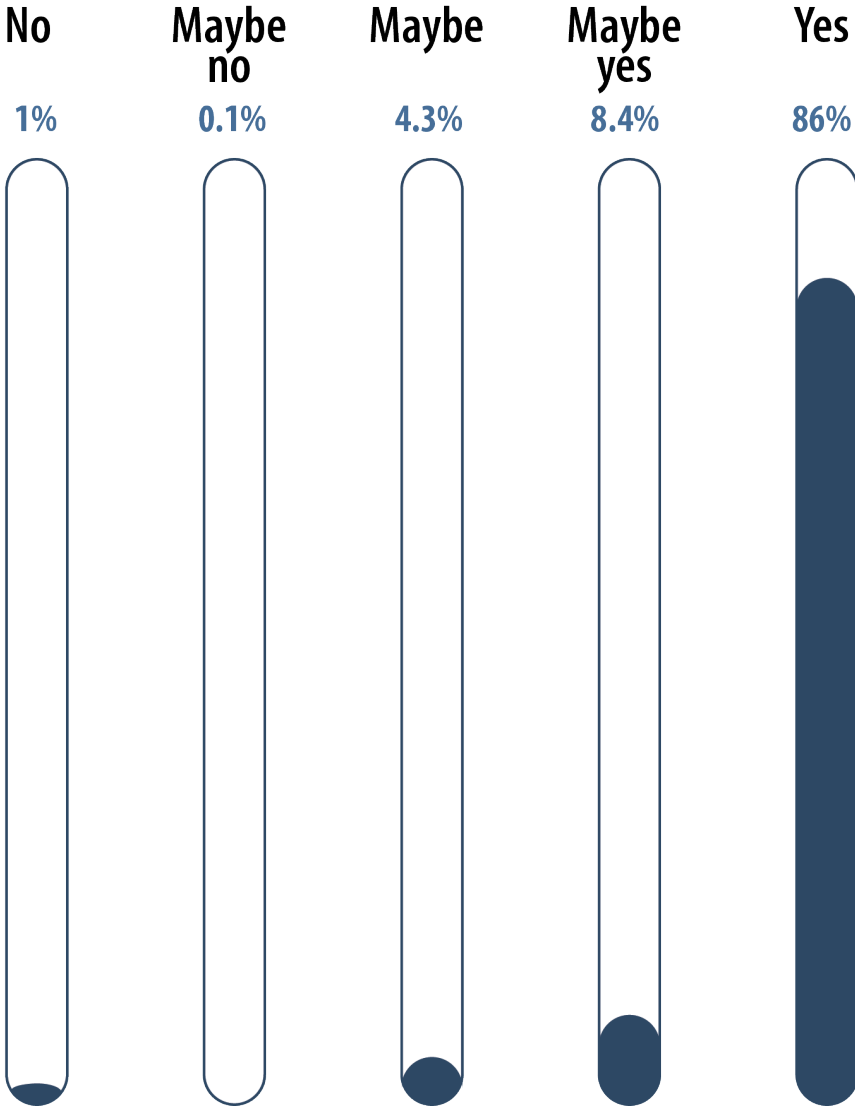
Big & Bold Strategy 1-d: Provide infrastructure to fully transition from combustion engine vehicles, supporting use of zero-emission vehicles (ZEVs).

*Would you support this strategy?*



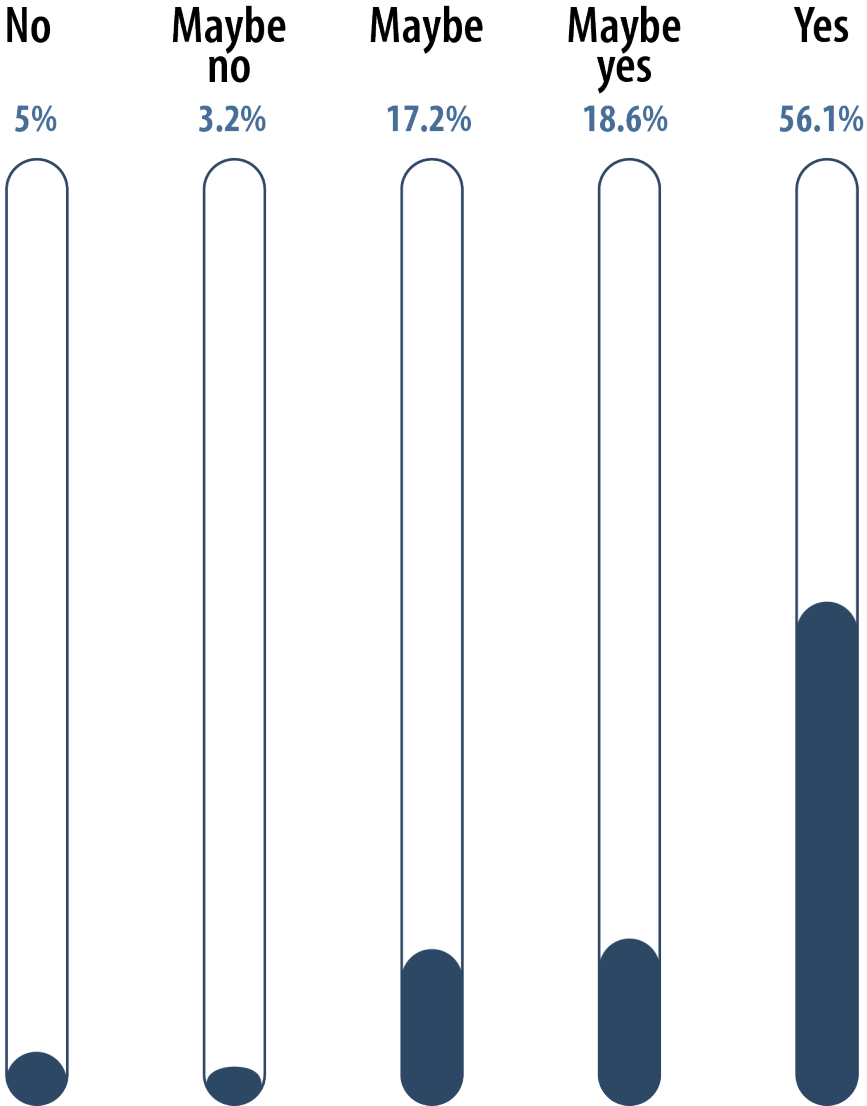
Big & Bold Strategy 2: Increase the amount of tree-canopy cover in the City, prioritizing investments in areas with the greatest urban heat island effects, areas of poor air quality, and areas with populations most vulnerable to the effects of increased and extreme heat.

*Would you support this strategy?*



Big & Bold Strategy 3: Develop a Neighborhood Resilience Network program that offers resources, trainings, and strategies that help communities be prepared for emergencies.

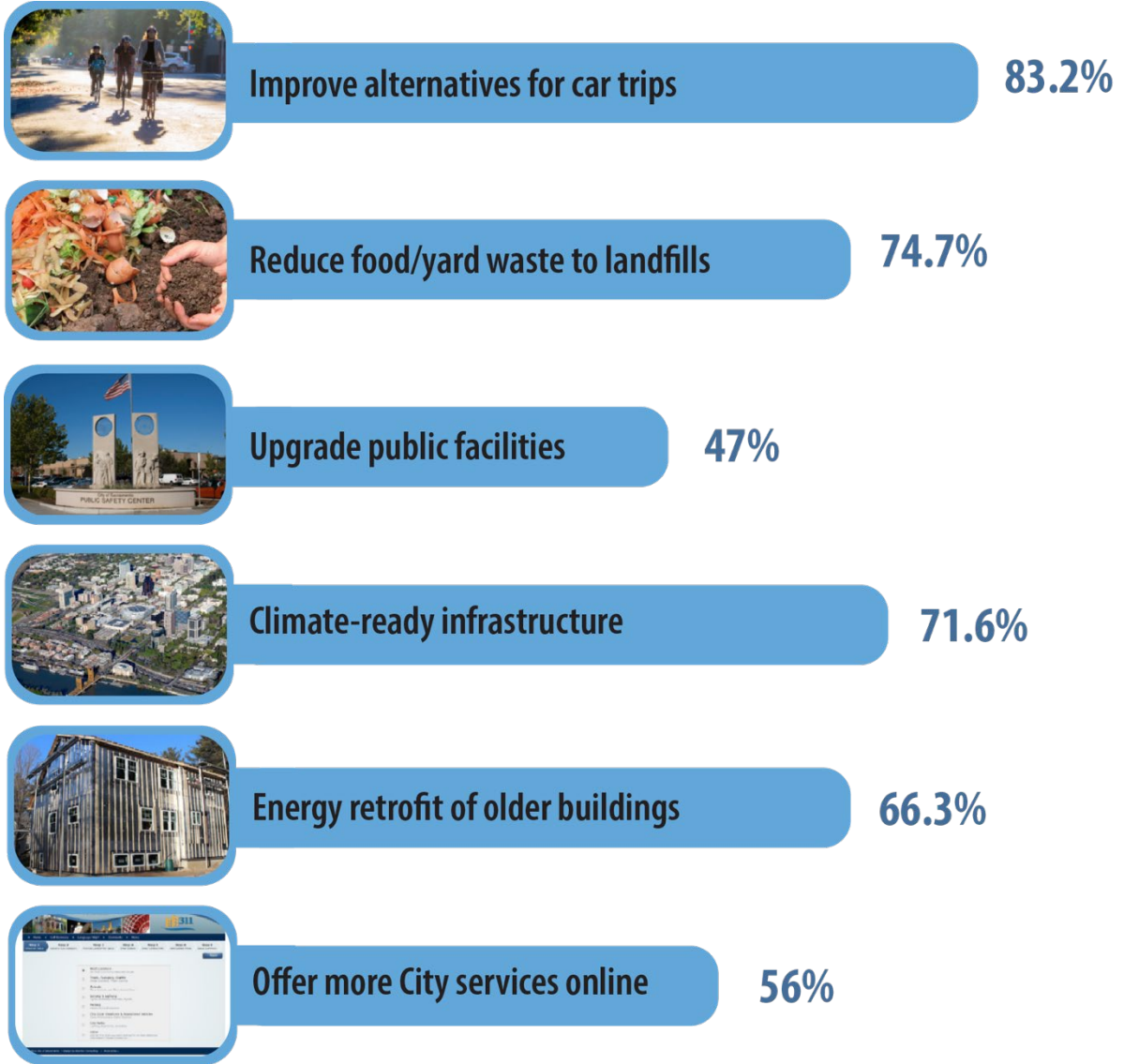
*Would you support this strategy?*





## Other Strategies

Here are some other strategies that could support resiliency and climate action in Sacramento. Which of these strategies would you support?



## Safe, Equitable, Inclusive, and Just City

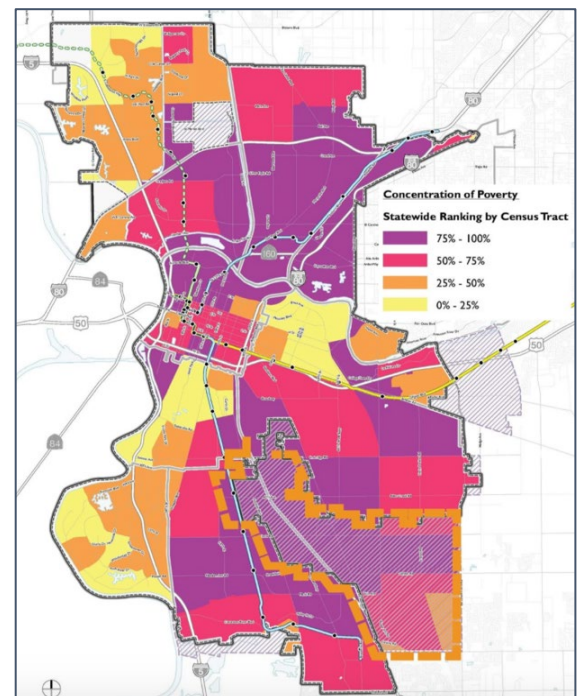
### Summary

In 2019, the Sacramento community identified guiding principles for a more safe, equitable, just, and inclusive city. Potential General Plan strategies focus on:

- Establishing and maintaining ongoing channels of dialogue with residents;
- Responding to the needs of underserved neighborhood by increasing availability of healthy foods and prioritizing infrastructure improvements;
- Strengthening home repair and accessibility assistance to low-income households; and
- Annexing the Fruitridge Florin study area to consolidate and provide city services to that community.

About 860 responses were received on this topic, of which the vast majority were very supportive of the proposed strategies:

- 94% are neutral or support establishing ongoing channels of dialogue for all residents;
- 97% are neutral or support implementing new healthy food regulations to eliminate food deserts;
- 97% are neutral or support the use of an equity framework to prioritize and fund infrastructure improvements in historically underserved communities;
- 94% are neutral or support home repair and accessibility assistance for low-income households;
- 92% are neutral or support potential annexation of the Fruitridge-Florin Study Area; and
- 92% are neutral or support the use of health metrics to measure effectiveness of equity measures.



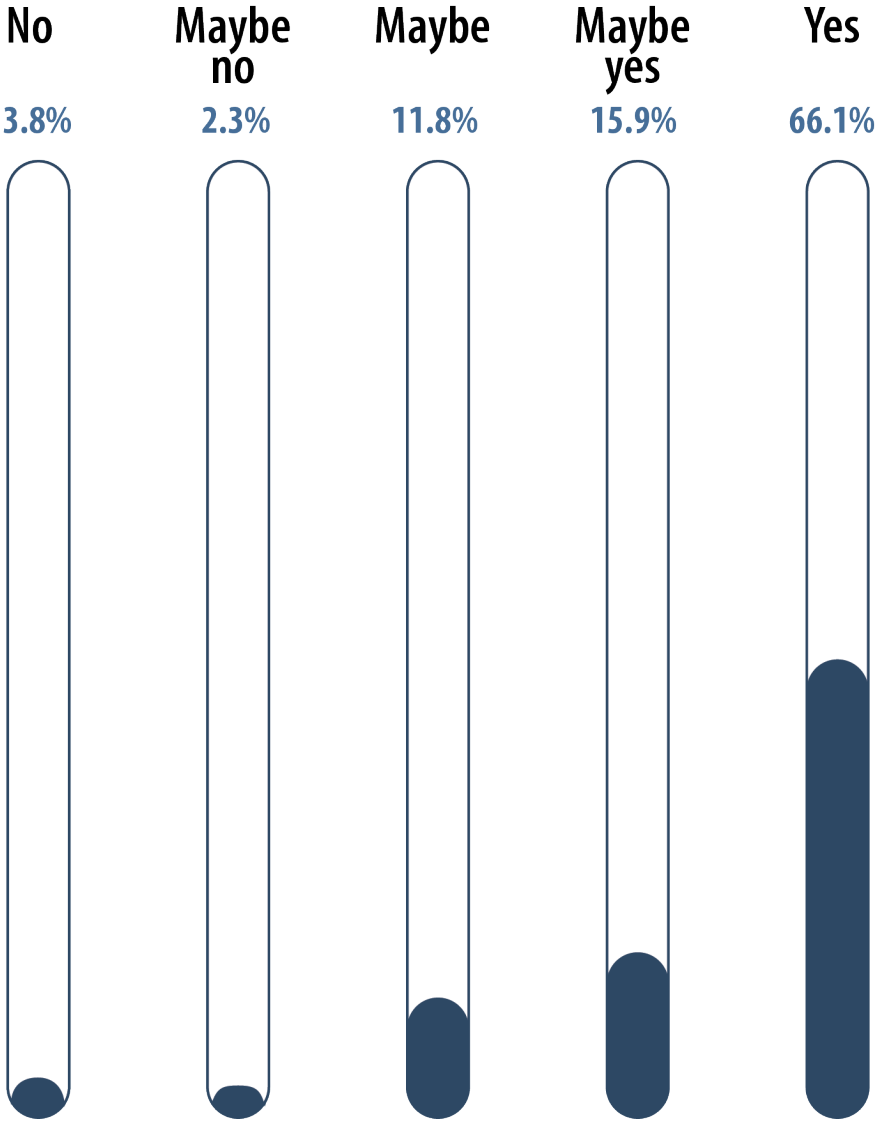
*The Fruitridge Florin Study Area*

Many participants provided additional comments regarding the General Plan's equity and environmental justice topic. There were about 85 comments submitted that called for the City to re-imagine the way communities are policed, the majority of which called for defunding the police department, or re-directing funding from the police department to fund youth programs, social workers to address mental health and trauma, employment opportunities, and workforce development for our underserved neighborhoods.

Many participants supported the development of an equity framework to fund infrastructure and community projects, social services, workforce development, improved transportation services, libraries, and parks and recreational facilities in underserved neighborhoods. Many commenters expressed that ensuring adequate affordable housing for low-income families is a priority.

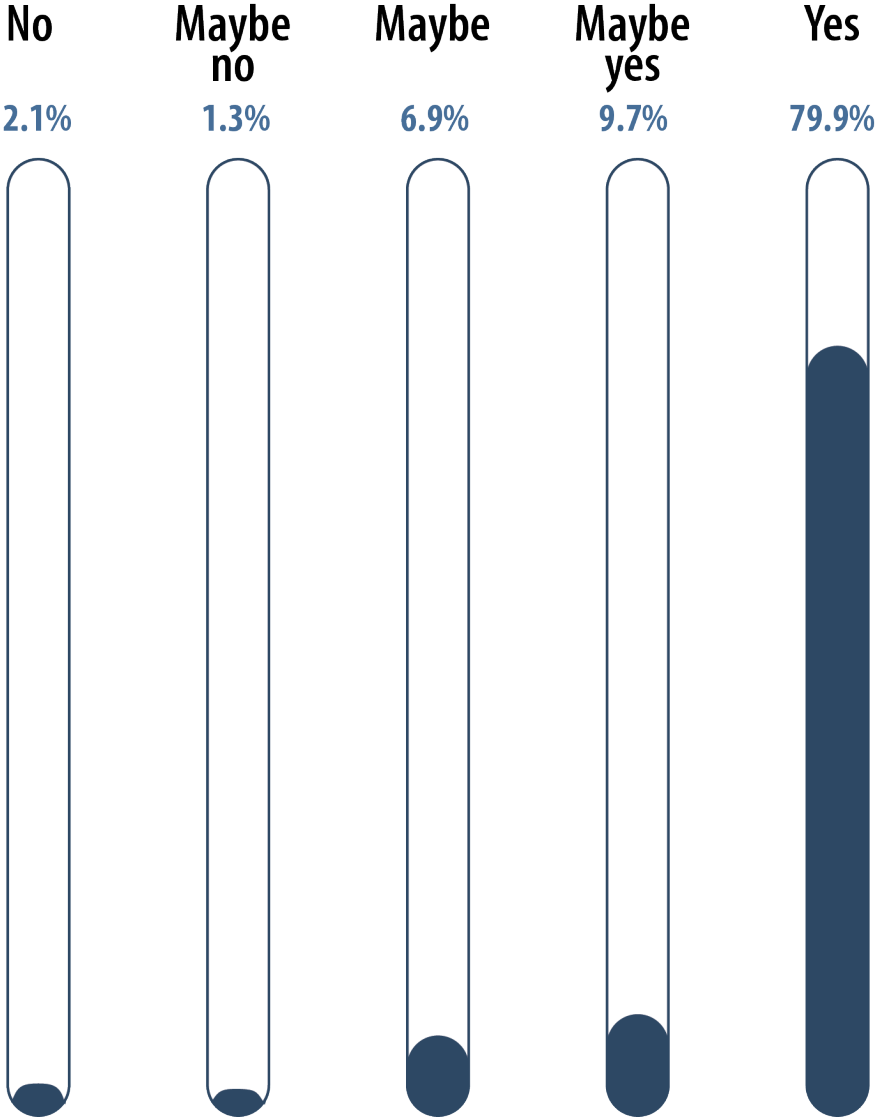
Big & Bold Strategy 1: Establish and maintain ongoing channels of dialogue so that residents of all ages, including youth, have a regular forum for highlighting their priorities.

*Would you support this strategy?*



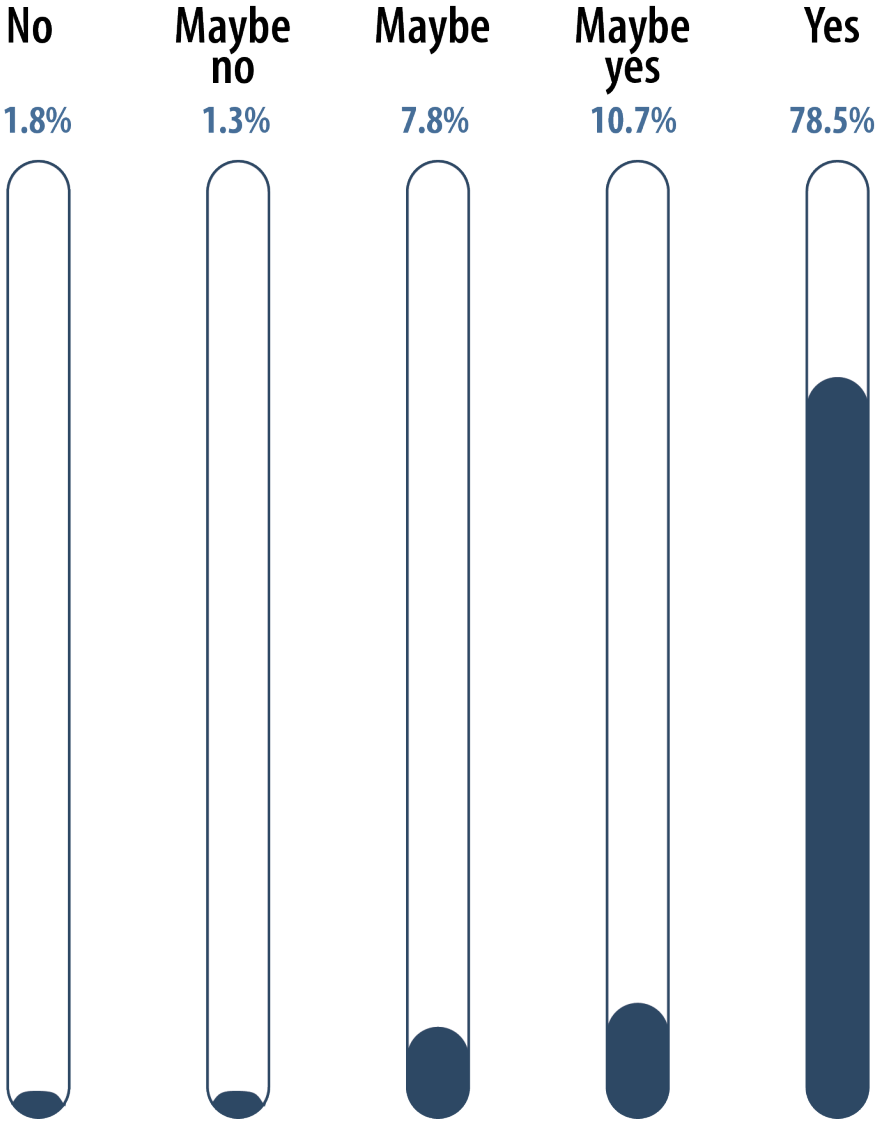
Big & Bold Strategy 2: Partner with other government agencies and community-based organizations to increase sales of healthy foods in underserved neighborhoods and develop and implement new healthy food regulations.

*Would you support this strategy?*



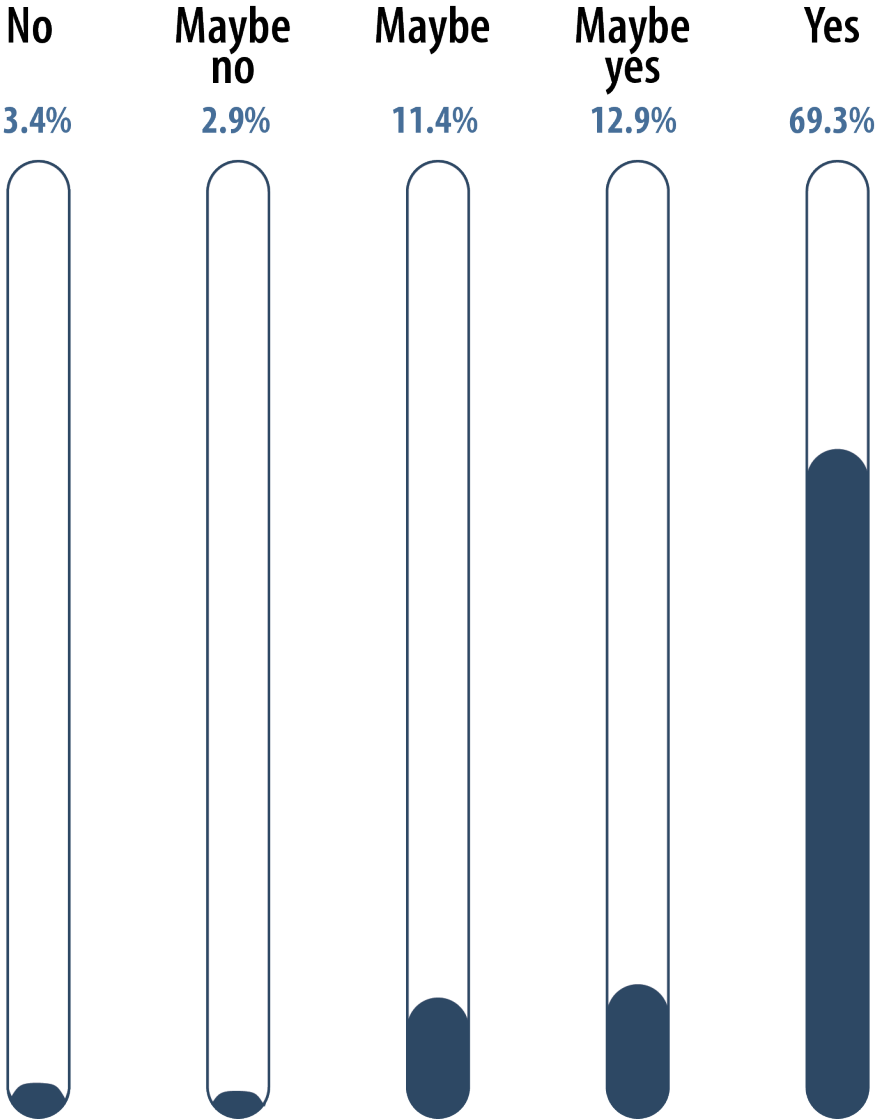
Big & Bold Strategy 3: Use an equity framework to prioritize and fund infrastructure improvements in historically disinvested and underserved neighborhoods.

*Would you support this strategy?*



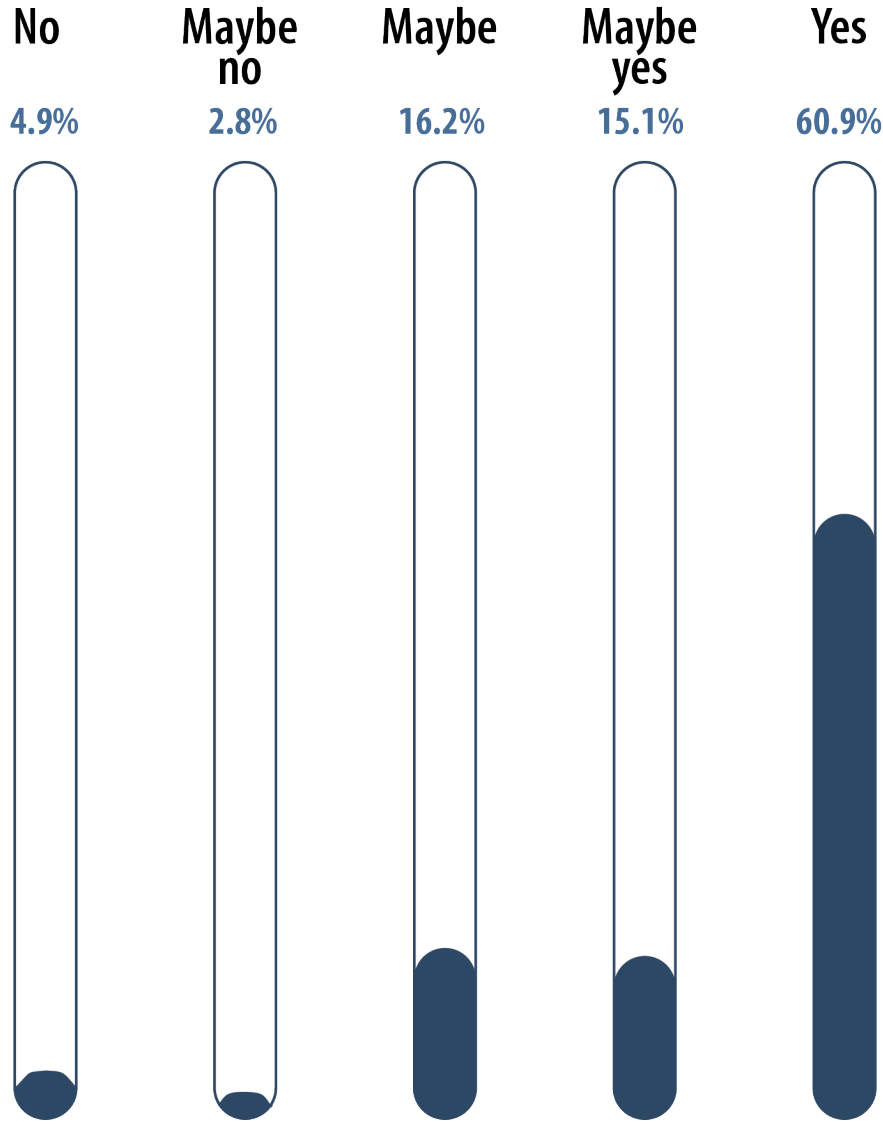
Big & Bold Strategy 4: Strengthen home repair and accessibility assistance to low-income households.

*Would you support this strategy?*



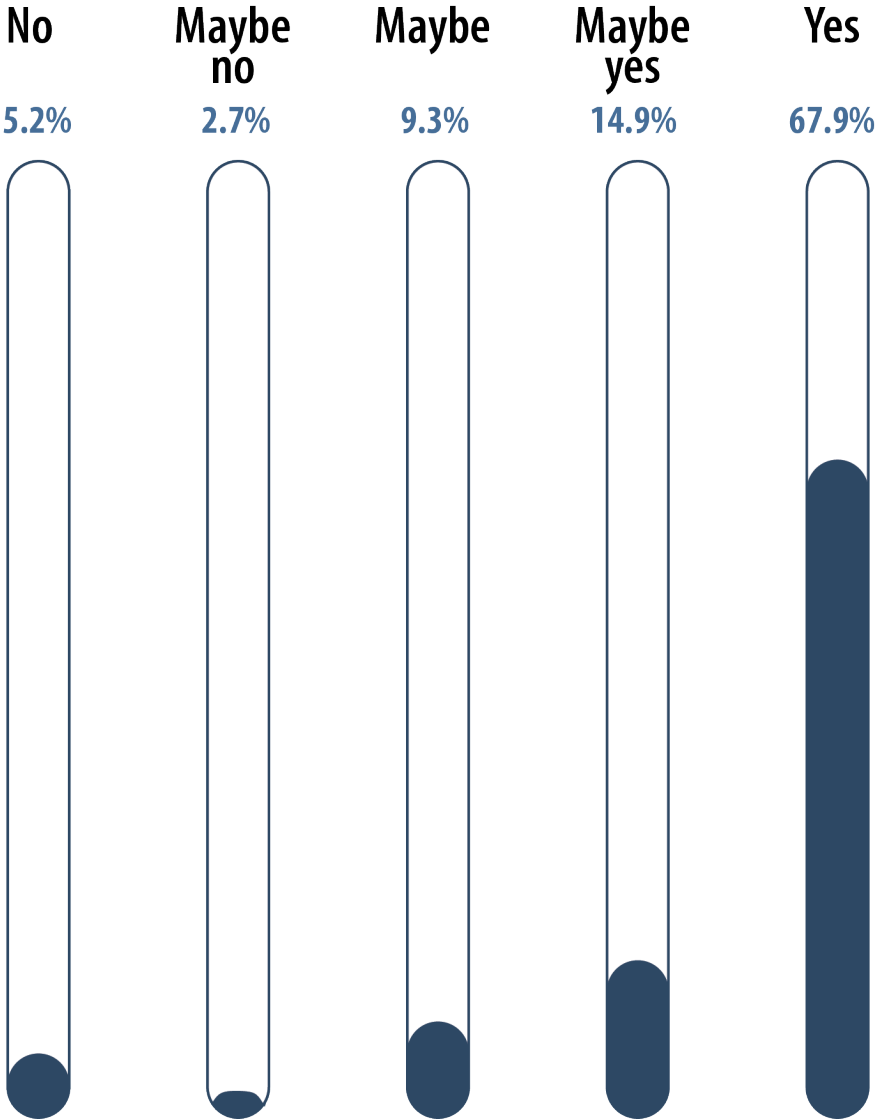
Big & Bold Strategy 5: Consider annexing the Fruitridge Florin study area to consolidate and provide city services to that community.

*Would you support this strategy?*



Big & Bold Strategy 6: Track levels of health disparities in our underserved communities to measure effectiveness of implemented strategies.

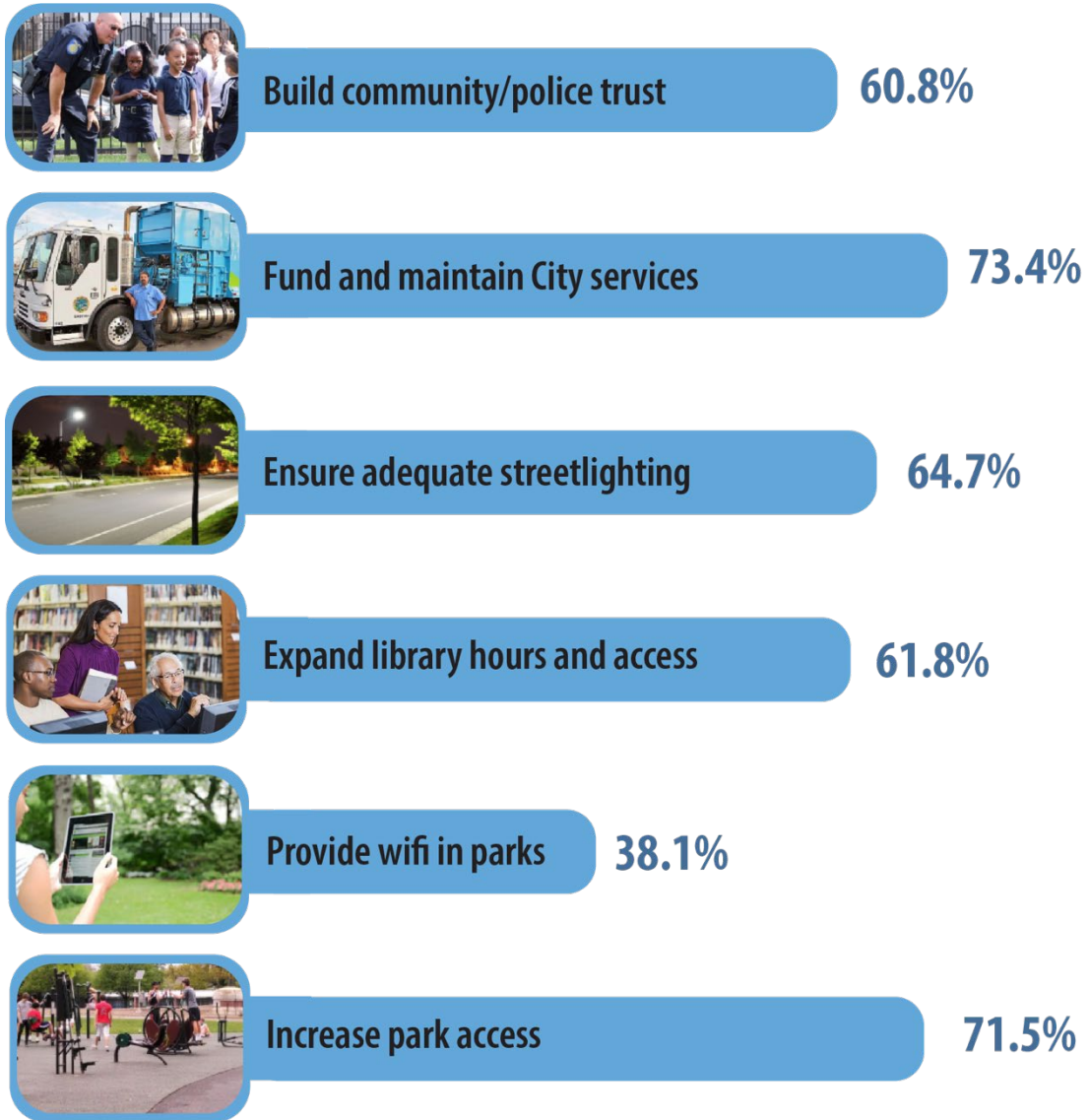
*Would you support this strategy?*





## Other Strategies

Here are some other strategies that could make Sacramento a safe, equitable, inclusive, and just city. Which of these strategies would you support?



## Regional Economic Hub

### Summary

Over the last year of outreach, community members expressed the need for economic opportunities throughout the city. Specifically cited was the need for inclusive economic development, a wide range of living wage jobs, and support for our workforce, including improved access to efficient and affordable transportation, training, and childcare. As a result, three of the main potential strategies presented in the virtual workshop addressed the following:

- Allowing more home-based businesses;
- Providing assistance and guidance to food truck vendors and other food businesses; and
- Increasing access to job centers by improving transit networks.

Of the 733 respondents for this topic:

- 89% are neutral or support expanding the Home Occupation Permit program to allow larger home businesses;
- 94% are neutral or support increasing access to job centers by improving transit networks and access to high-frequency transit; and
- 92% are neutral or support facilitating food vendor and truck businesses by providing assistance and guidance through the permit process.

Other strategies that received significant support were access to high-quality education, expanding childcare near employment sites and workforce training.

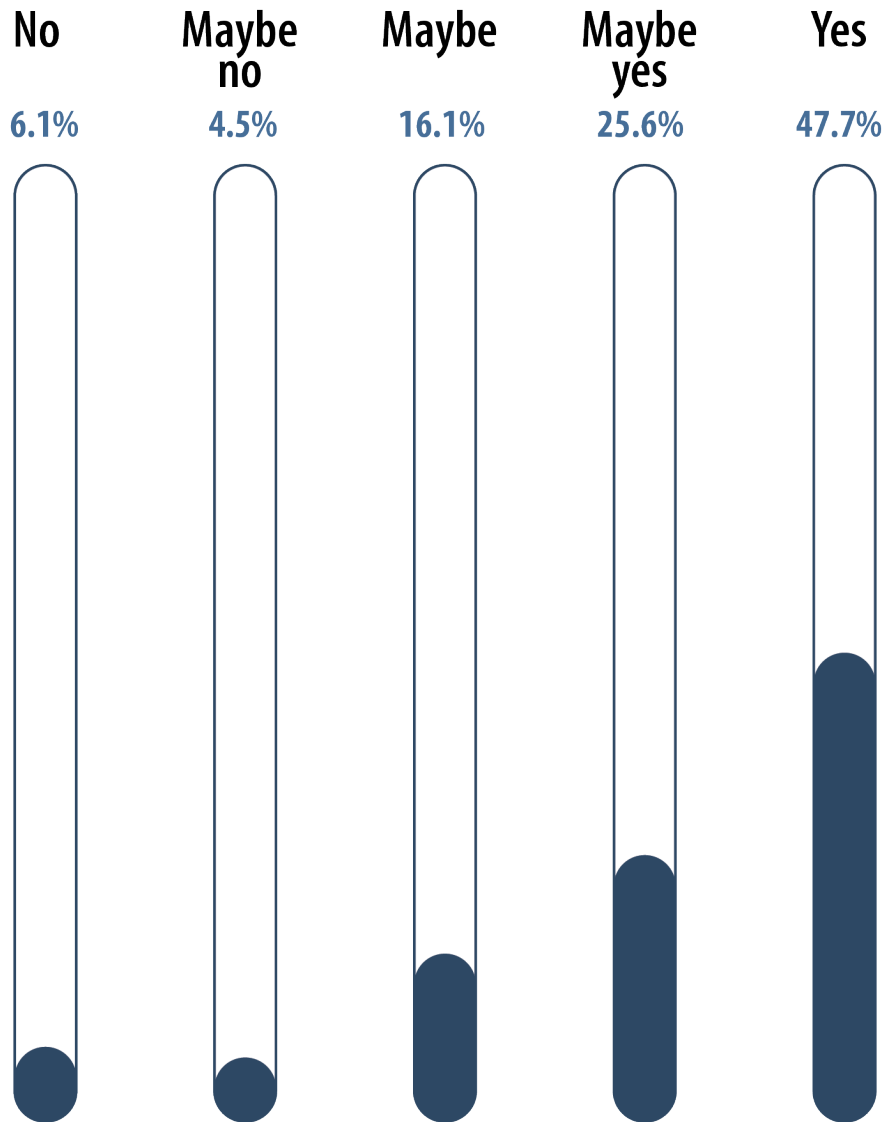
Participants also provided additional comments on this topic. Many commenters support the expansion of the Home Occupation Permit program, but some concerns noted were related to signage, increase in traffic, insufficient parking, and noise in their neighborhood. Some participants favored this idea because it will make it easier for entrepreneurs to start and operate small businesses, removing a significant barrier for minority entrepreneurs. A few neutral commenters stated they need to know the types of businesses that can be allowed by right and more specific information around which regulations are being eased to feel more comfortable supporting this idea. A few comments emphasized the importance of allowing and incentivizing childcare providing businesses throughout the city, especially in low-income communities and near public transit and job centers. A noteworthy comment suggested that staff take a close look at the limitations around square footage, number of home occupation permits, and other standards that could present disproportionate barriers to low-income, minority families who are more likely to live in smaller homes with much more members in the home.

Many participants expressed a desire for more frequent and flexible transit schedules and supported the idea of encouraging development near transit stations and along transit corridors to spur housing, offices, food establishments and retail. Some participants emphasized the importance of active modes of transportation like biking and walking that can support locally owned/minority-owned/women-owned businesses along these corridors. However, some comments expressed a concern about the possibility of gentrification of older commercial corridors following new development. Regarding food vendors and

truck businesses, a few participants noted how expensive it is to run a food truck and would appreciate the City's assistance in making that process easier to navigate.

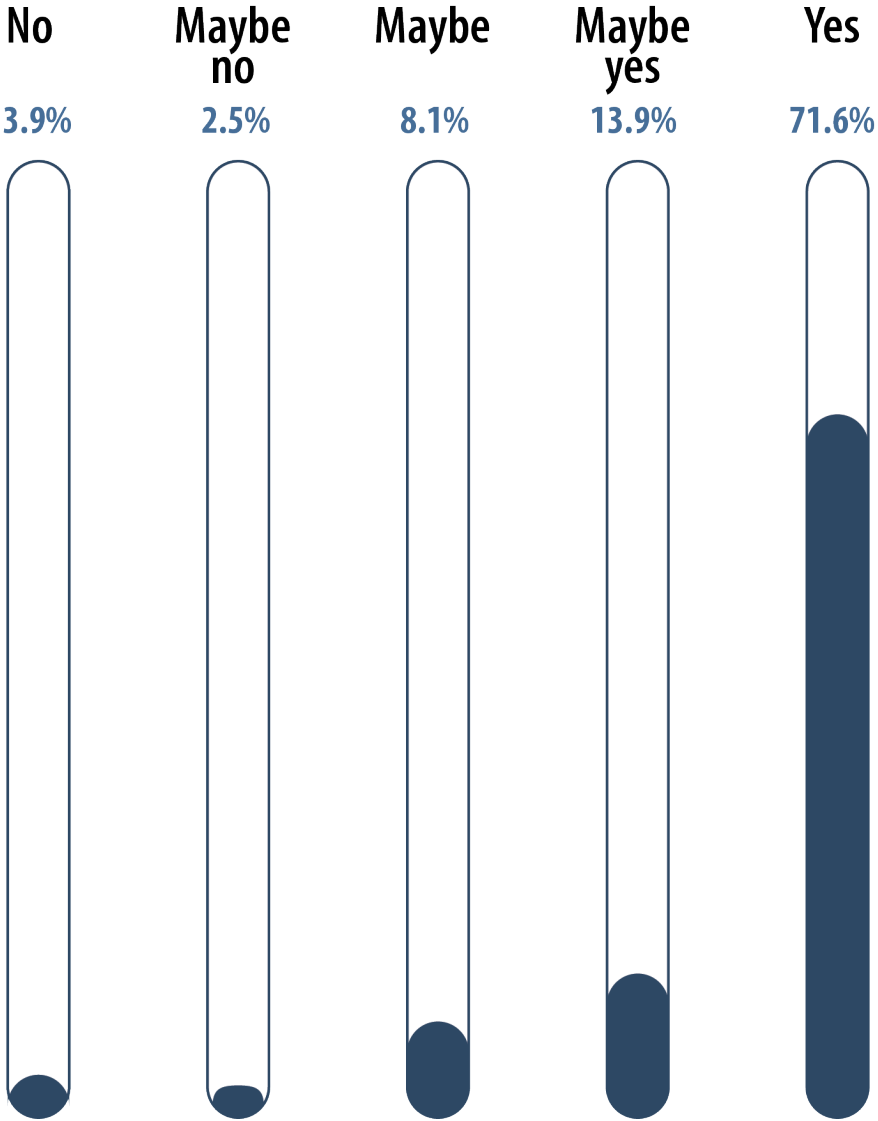
Big & Bold Strategy 1: Allow small home businesses by right and expand eligible home business permits to allow larger home businesses.

*Would you support this strategy?*



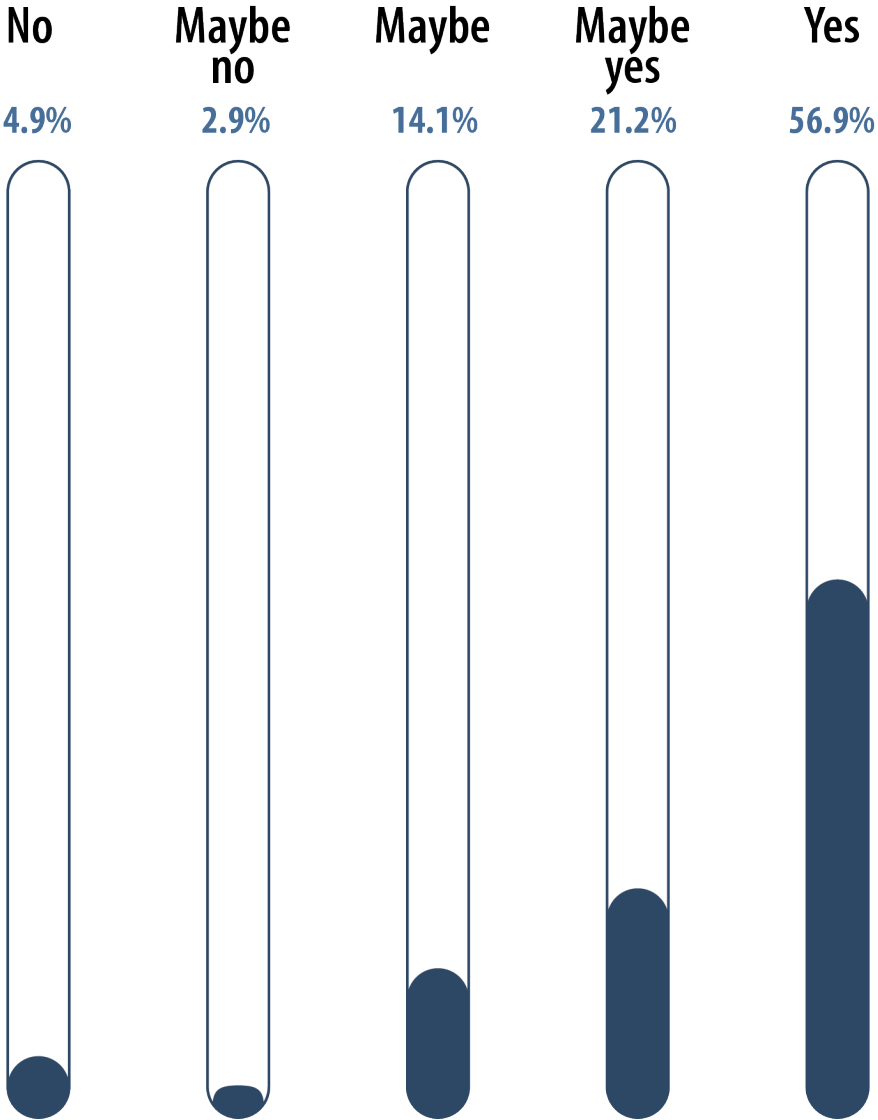
Big & Bold Strategy 2: Increase access to job centers throughout the city by improving reliability of and access to high-frequency transit networks.

*Would you support this strategy?*



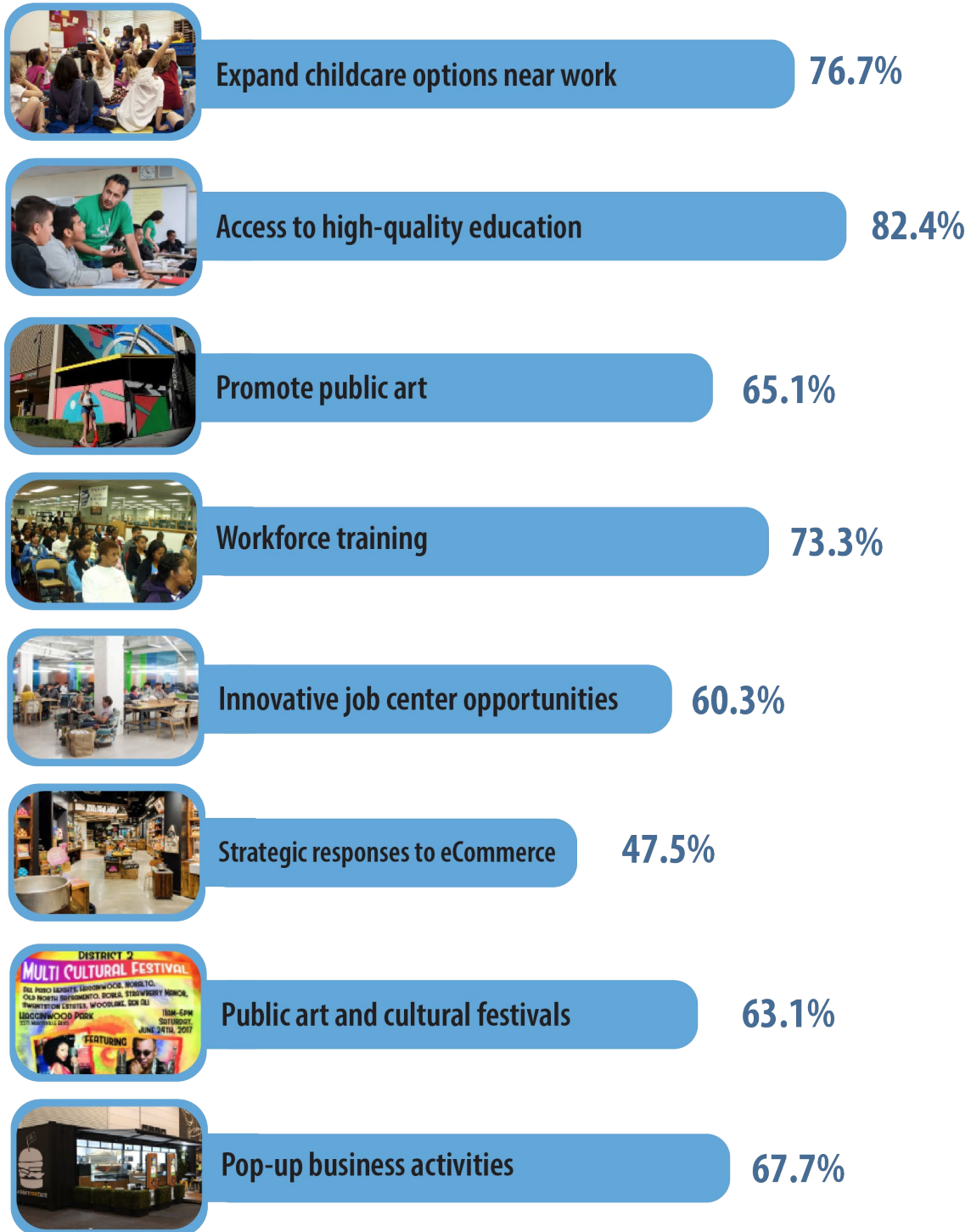
Big & Bold Strategy 3: Facilitate food vendor and truck businesses by providing assistance and guidance through permit processes and legal requirements necessary for food businesses.

*Would you support this strategy?*



## Other Strategies

Here are some other strategies that could strengthen Sacramento's role as a regional economic hub. Which of these strategies would you support?



## Livability and Sense of Place

### Summary

Community members have noted the disparities in housing access throughout the city, which is a key component of livability. In the previous phase of outreach, almost half of community members who participated rated Sacramento's housing choices as poor or okay. To address this issue and provide opportunities to create a well-connected, healthy, safe, and livable Sacramento, the project team developed a set of four big and bold strategies to:

- Permit a greater array of housing types in existing single-unit neighborhoods;
- Retain and promote development of neighborhood-oriented commercial centers or “main streets” throughout Sacramento;
- Develop neighborhood retail and local business conservation strategies; and
- Ensure that new development is walkable, and connected to adjacent urban fabric, transit, bike networks, and trails and open spaces.

Of the 795 community members who provided input on these proposed livability strategies:

- 84% are neutral or support a greater array of housing types in existing single-unit neighborhoods;
- 96% are neutral or support the development of neighborhood-oriented commercial corridors or “main streets”;
- 94% are neutral or support development of neighborhood retail and local business conservation strategies; and
- 97% are neutral or in favor of ensuring walkability and connectivity to transit/bike/trail networks in new development projects.

Other strategies with support of over 70% from participants include support for the city to provide maintenance to Sacramento's river areas (82.4%), and the need for equitable access to recreation (71.9%).

Many participants also provided additional comments that indicated a general support for more walkable and bikeable neighborhoods with traffic calming features (including improvements to *existing* neighborhoods) and improved lighting that does not cause further light pollution. Several comments emphasized the importance of prioritizing local small businesses over non-local, corporate chains in the City's commercial areas.

Regarding proposal to allow a greater array of housing types in existing single-unit neighborhoods, participants generally provided supportive and enthusiastic comments. These comments include support for non-traditional housing types such as ADUs or tiny homes, promoting infill development rather than urban sprawl, the opening up housing opportunities for others in the community, and the benefits of mixing multi-unit housing types with single-unit housing types (mixed-income communities). It was suggested that the City can actively promote these additional housing types in single-unit communities near light rail stations or quality transit. Comments from those who do not support this

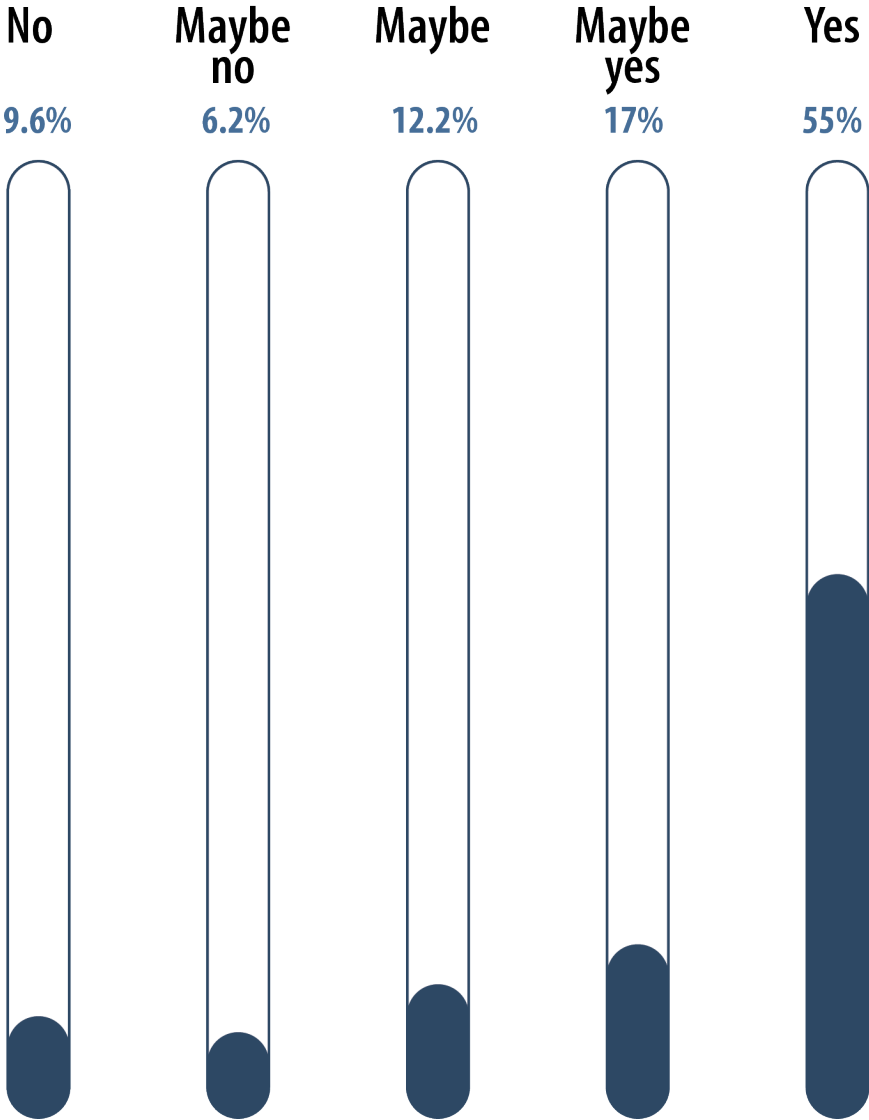


idea were primarily related to over-crowding in their neighborhood, increase in traffic and noise, lack of parking, impact on property values, and inappropriate design character for their neighborhood.

Other comments shared by respondents include improving the bus network and making public transit more accessible, the importance of building more affordable housing, providing homeless housing and services to manage the unsheltered population, ensuring equitable access to park facilities, and encouraging public art that is created by local artists. It was also noted by several respondents that the needs of senior citizens must also be considered in these policy proposals.

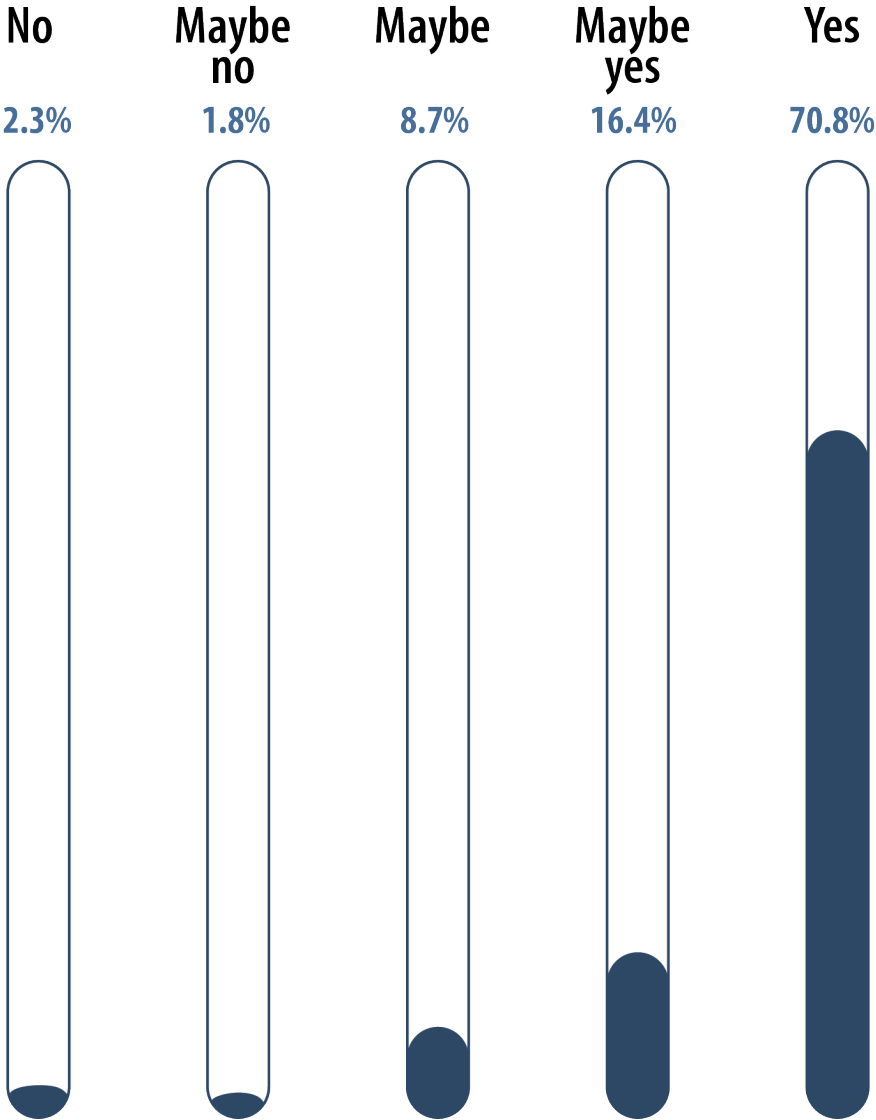
Big & Bold Strategy 1: Permit a greater array of housing types in existing single-unit neighborhoods.

*Would you support this strategy?*



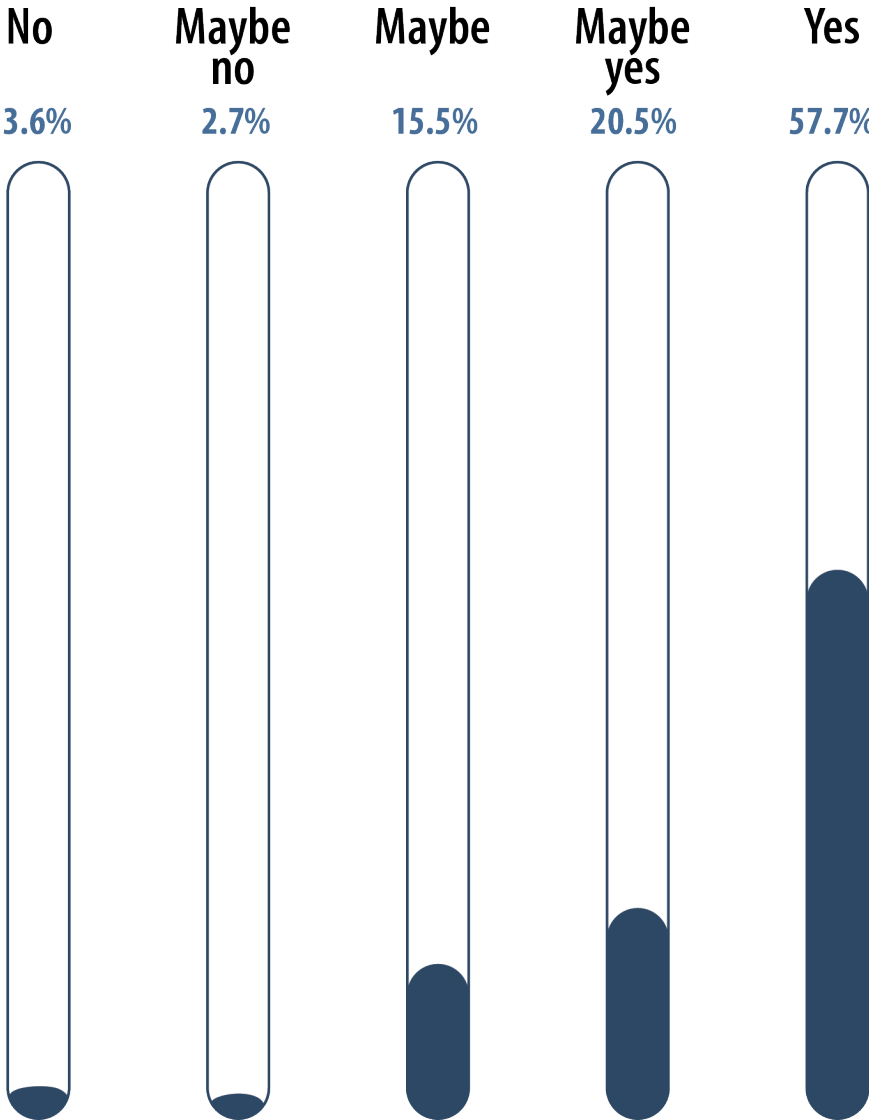
Big & Bold Strategy 2: Retain and promote development of neighborhood-oriented commercial centers or “main streets” throughout Sacramento.

*Would you support this strategy?*



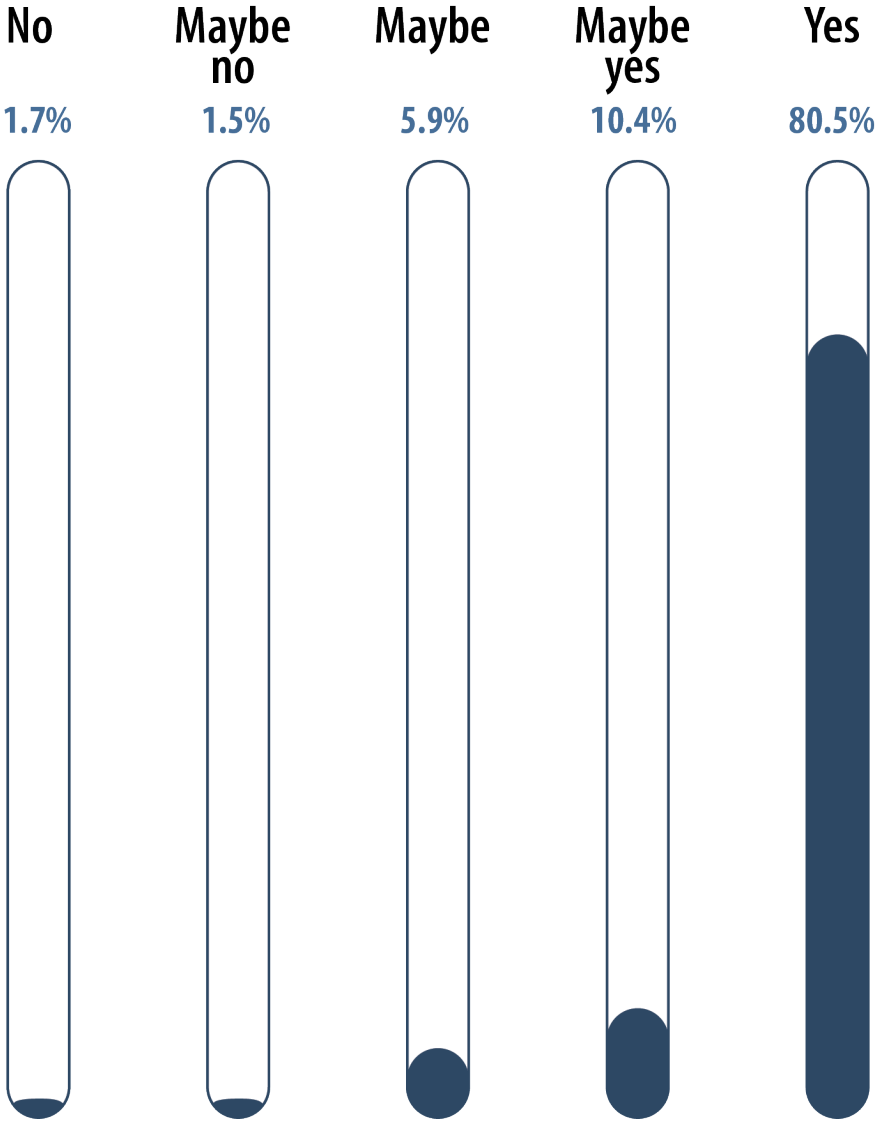
Big & Bold Strategy 3: Develop neighborhood retail and local business conservation strategies.

*Would you support this strategy?*



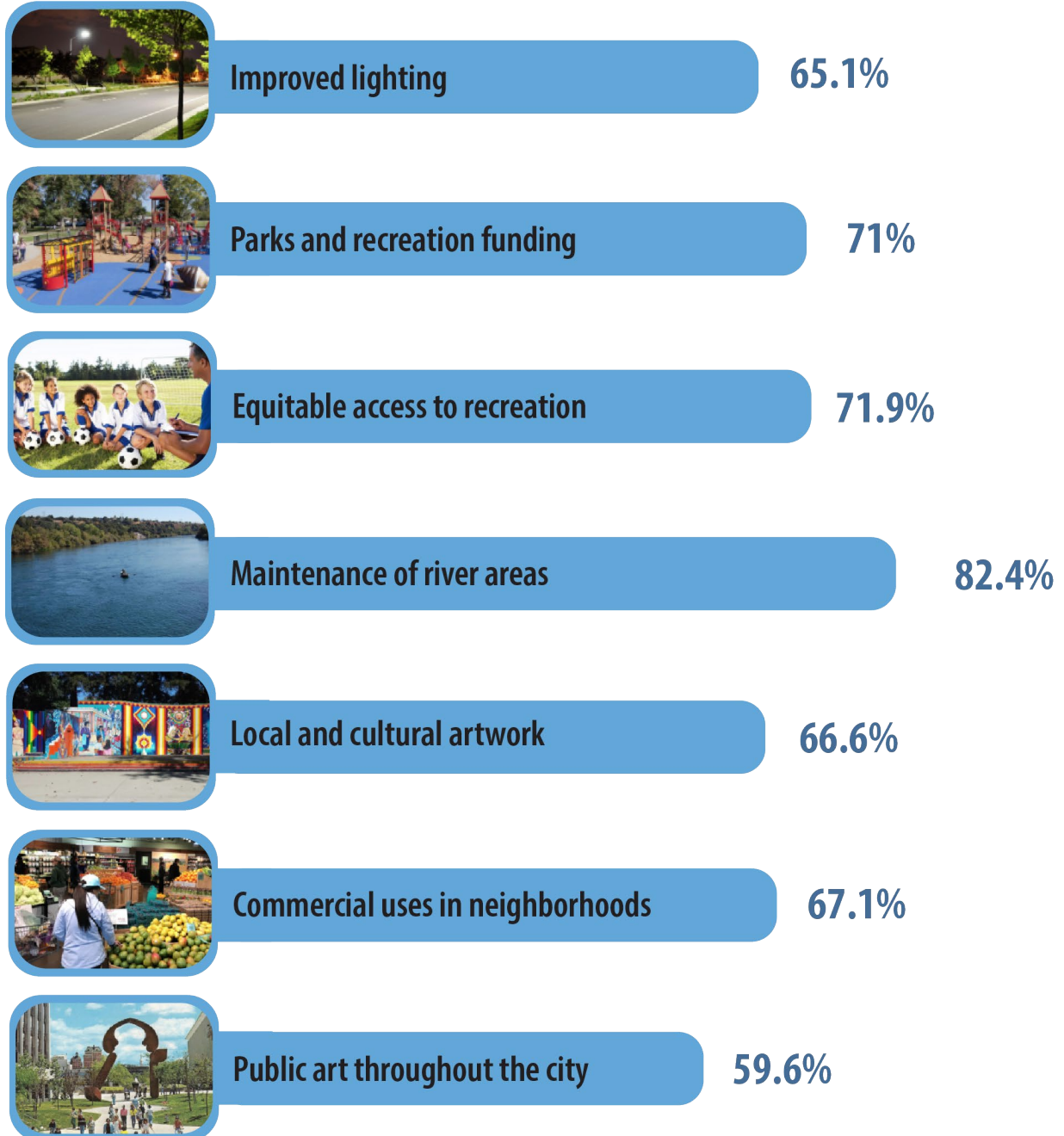
Big & Bold Strategy 4: Ensure that new development is walkable, and connected to adjacent urban fabric, transit, bike networks, and trails and open spaces.

*Would you support this strategy?*



## Other Strategies

Here are some other strategies that could improve livability and sense of place in Sacramento. Which of these strategies would you support?





## Interconnected, Accessible City

### Summary

Today, many of the neighborhoods within the City of Sacramento are designed to move cars through the City efficiently, to the detriment of other modes of travel. To achieve a more balanced transportation network that is interconnected and accessible to biking, walking and transit, four big and bold strategies were presented to community members. These strategies include:

- Right-size streets to fit today’s mobility needs to prioritize walking, biking, and transit over automobile use;
- The use of Transportation Demand Management (TDM) strategies to shift travel behavior;
- Working with transit partners to continue to provide free or more affordable transit passes for low income residents, youth and senior citizens; and
- Eliminating city mandated parking minimums while introducing parking maximums in some areas.

All of the big and bold strategies under this theme received general support from respondents. Of the 865 responses received:

- 91% are neutral or support right-sizing streets to prioritize active modes of transportation over automobiles;
- 84% are neutral or support Transportation Demand Management (TDM) strategies;
- 84% are neutral or support providing subsidized transit passes for low-income residents, youth, and seniors; and
- 83% are neutral or support eliminating City-mandated minimum parking standards citywide and introducing maximum parking standards.

Other strategies community members supported were improving sidewalks/crosswalk safety (80.5%) and linking transportation modes (78.2%).

Community members generally responded favorably to the idea of creating a balanced transportation system strategy by prioritizing alternative modes of transportation over the single occupant car. Their comments were generally supportive of public transit and for expanding transportation options such as zero-emission buses, share-rideables, and light rail. Many respondents also expressed their support to prioritize walking, biking, and transit by the “right-sizing” of streets and “complete streets” transformation. Many commenters also urged the City to construct wide sidewalks in communities who currently do not have sidewalks. Some commenters who were not supportive of “right-sizing” streets cited increased congestion and unrealistic expectation that people will give up their private vehicle as reasons for their opposition. There were a fair number of comments stating they believe that light rail is too costly to construct and maintain, often unsafe and unsanitary, has an inflexible schedule and is often late, and is not adaptable to changing circumstances. These respondents promoted zero-emission buses as the better alternative to light rail, citing San Diego as a successful case study. Many participants supported the elimination of minimum parking standards and the introduction of parking maximum standards, citing lowered costs to construct housing, discouraging the use of private vehicles, and more

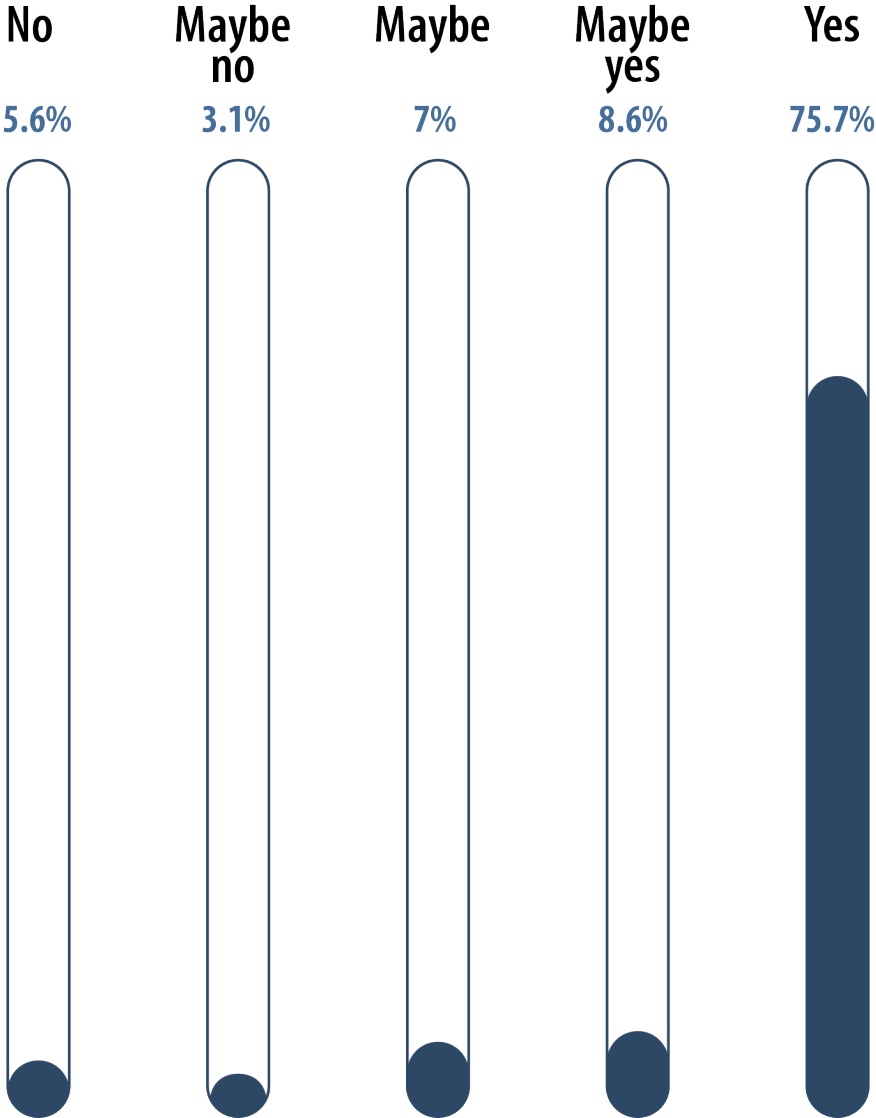
efficient use of land as reasons for their support. A comment worth mentioning emphasized the importance of educating and helping residents understand the reasoning behind these proposals as these are difficult paradigm shifts for most people.

Equity concerns were voiced by many respondents especially on the strategy to eliminate minimum parking standards. These comments emphasized that many minimum wage workers who commute to the Central City will bear a disproportionate burden due to increased parking costs. It was also noted that small businesses will be greatly impacted if customers experience increased difficulty finding parking near their establishments. Some commenters urged the City to prioritize transportation investments in disadvantaged and low-income communities as the need for transportation options is higher for families who cannot afford another option but public transit. Concerns were also voiced for mobility-challenged individuals such as seniors who cannot walk or bike for very far. A few respondents also urged the City to take robust anti-displacement actions to prevent displacement of existing residents as these public investments are made in their neighborhoods.



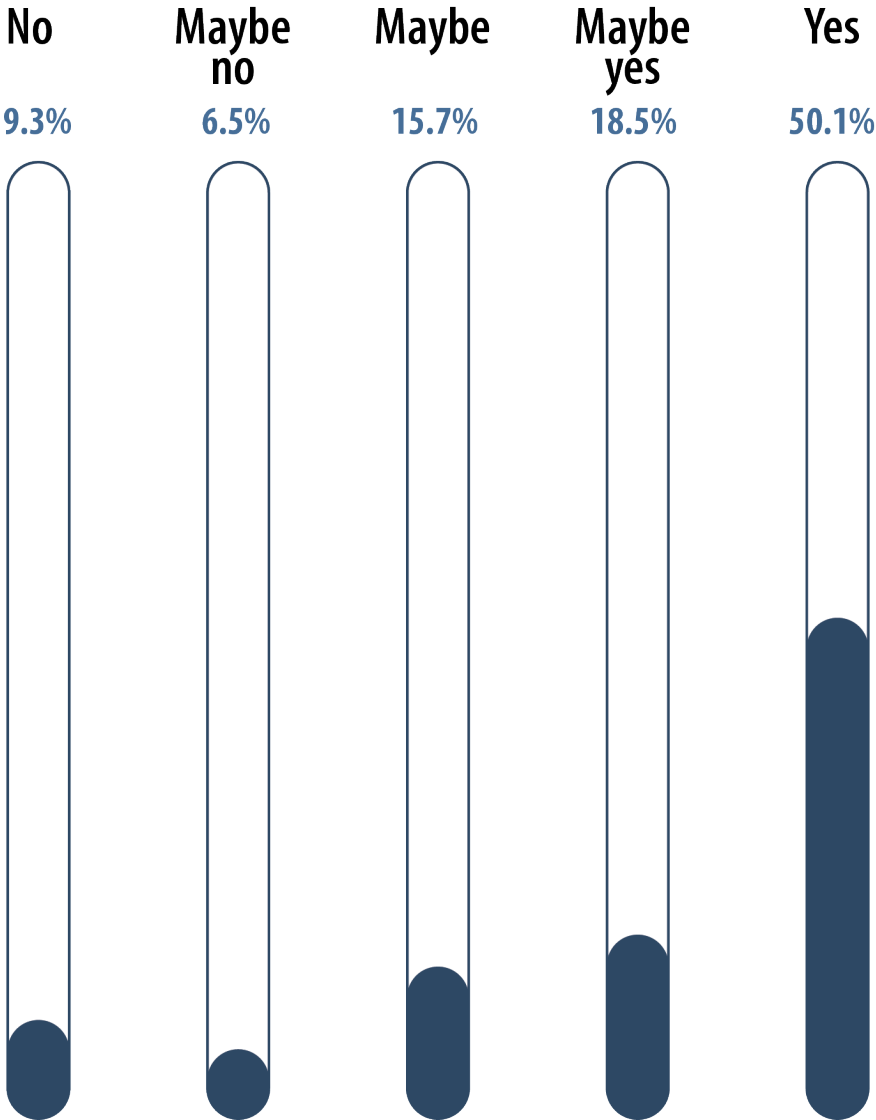
Big & Bold Strategy 1: Right-size streets to fit today’s mobility needs to prioritize walking, biking, and transit over automobile use.

*Would you support this strategy?*



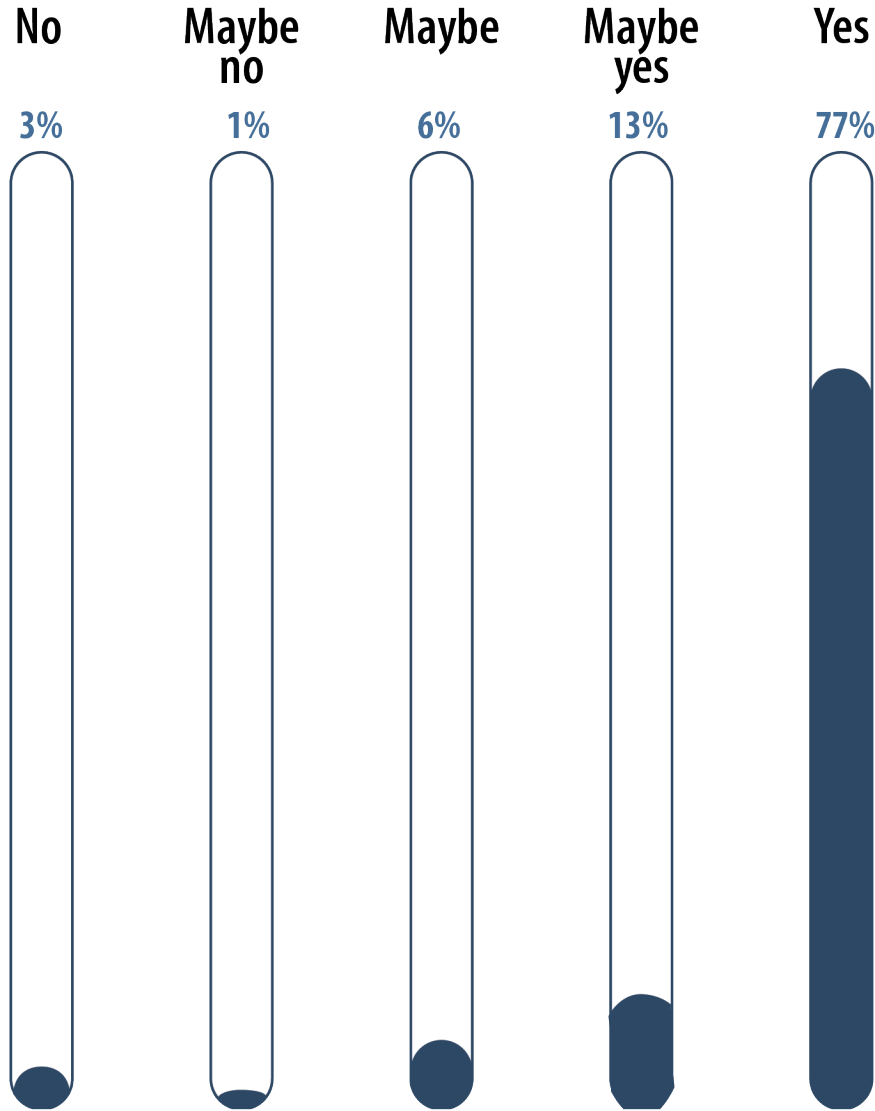
Big & Bold Strategy 2: Emphasize Transportation Demand Management (TDM) strategies.

*Would you support this strategy?*



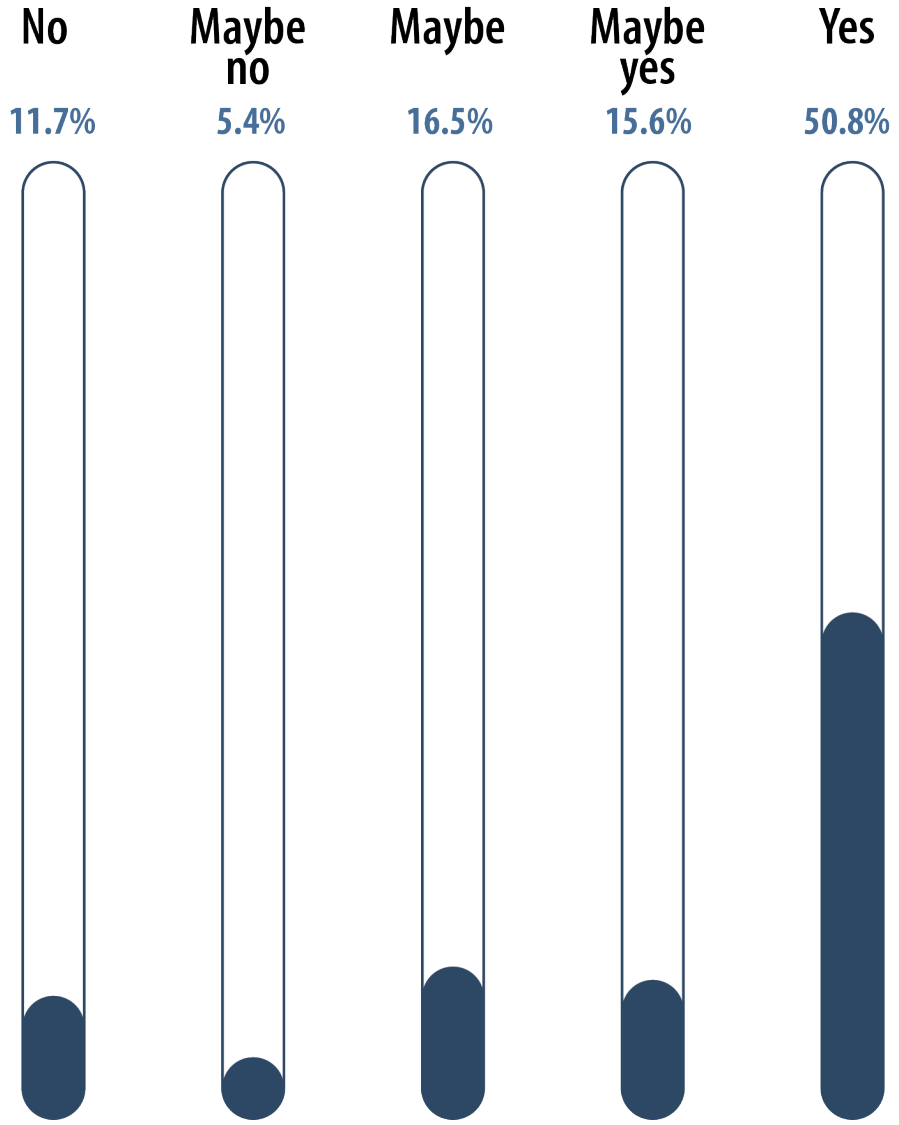
Big & Bold Strategy 3: Work with transit partners to continue to provide free or more affordable transit passes for low-income residents, youth, and/or senior citizens.

*Would you support this strategy?*



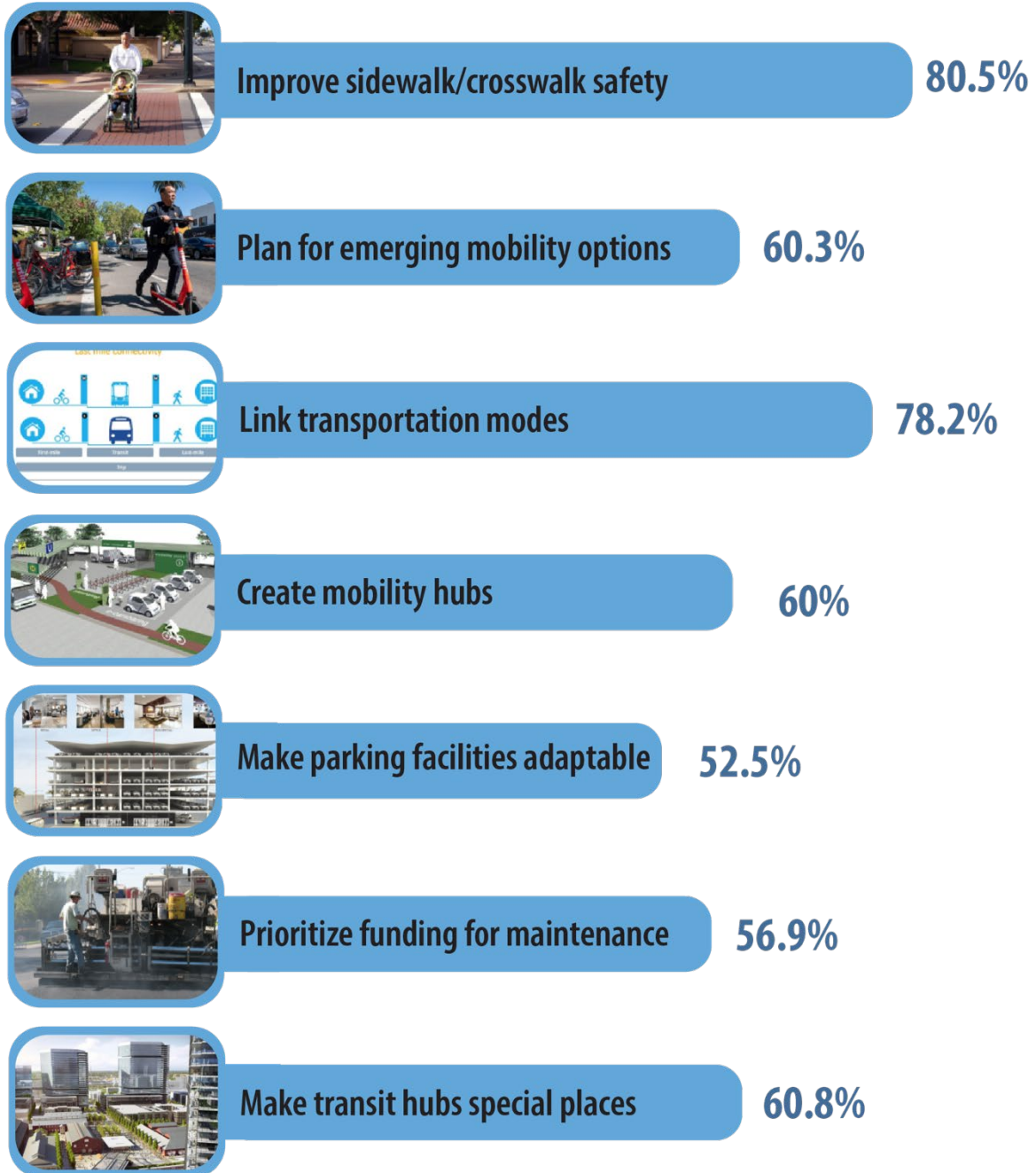
Big & Bold Strategy 4: Eliminate City-mandated parking minimums citywide and introduce parking maximums.

*Would you support this strategy?*



## Other Strategies

Here are some other strategies that could help to increase accessibility and improve sustainable mobility in Sacramento. Which of these strategies would you support?



## Public Notification

The Sacramento 2040 team implemented a robust notification plan to reach community members throughout the city, with a targeted focus on reaching underserved communities.

An email notification and four subsequent reminder emails were sent to more than 69,000 community members regarding the virtual workshop opportunity.

A news release including information about the workshops was sent to the City of Sacramento’s media distribution list. City staff also promoted the virtual workshop on 95.7 KBEE, a local radio station.

The project team personally reached out to more than 350 community-based organizations and groups to share information about the virtual workshop and ask them to share messaging with their constituents to promote the effort and encourage community members to participate.

Additionally, H-stake signs were posted at the following locations in the Sacramento area:

Broadway



South Sacramento



North Sacramento



East Sacramento



Pocket



More than 50 community-based organizations, community leaders, neighborhood associations, and local agencies shared the workshop information on their media platforms or through e-newsletters:

- Sacramento Area Bicycle Advocates
- WALK Sacramento
- Organize Sacramento
- Vice Mayor Jeff Harris
- Councilmember Eric Guerra
- Councilmember Angelique Ashby
- Councilmember Allen Warren
- Councilmember Jay Schenirer
- Councilmember Rick Jennings
- Environmental Council of Sacramento (ECOS)
- Sacramento Tree Foundation
- Sacramento Air Quality Management District
- Alchemist Community Development Corporation
- Hmong Youth and Parents United
- International Rescue Committee
- Live Well Valley Hi
- Sacramento Housing Alliance
- South Gate Town Homes
- Jamboree Housing
- Sacramento Housing and Redevelopment Agency
- Alkali and Mansion Flats Neighborhood Association
- Ben Ali Community Association
- Boulevard Park Neighborhood Association
- Brentwood South Neighborhood Association
- College-Glen Neighborhood Association
- Gardenland/Northgate Neighborhood
- Hagginwood Community Association
- Hollywood Park Neighborhood Association
- Land Park Community Association (LPCA)
- Newton Booth Neighborhood Association
- North Natomas Community Association
- Pocket-Greenhaven Neighborhood Association
- Richmond Grove Neighborhood Association
- Del Paso Boulevard Partnership
- Downtown Sacramento Partnership
- Greater Broadway Partnership
- Midtown Association
- Sacramento State
- Sacramento Transit Authority
- Sacramento Regional Transit
- California Food Literacy Center
- California Hispanic Resource Council
- CASH (Community Against Sexual Harm)
- Crossroads Diversified Services
- Greater Sacramento NAACP
- Jakarta Movement
- Sacramento Employment and Training Agency
- The California Endowment
- Women's Civic Improvement Club of Sacramento
- Sacramento County Adult and Aging Commission
- Stanford Settlement Senior Center
- League of Women Voters
- WEAVE
- Asian Resources, Inc
- People Reaching Out (Pro Youth and Families)
- Sacramento Job Corps

# Percentage of Virtual Citywide Workshop Participants by Zip Code

