

Stockton Blvd *Plan*

**Community
Working Version**

JULY 2022



A Note to the Community

The Community Working Version Stockton Blvd Plan (Stockton Blvd Plan) is a work in progress. It has been prepared based on what we've heard from the community and provides The Engagement Team (i.e., City staff and consultants) a chance to work together with residents and business owners to make this document reflect community priorities and values.

As you review this draft, keep the following in mind:

- *Do you agree with the anti-displacement values? The vision?*
- *Are there any missing implementation actions? Or any actions you would change, including who is taking the lead and any potential funding sources?*
- *How do you feel about the tiering system for implementation actions? Would you change it? Are the actions prioritized correctly?*
- *Is there anything missing?*
- *Is there anything you would change?*



Additional questions for you to consider are interspersed throughout the document and noted with this icon.



Areas that are still under construction and need to be developed and refined are noted throughout the document with this icon.

What's Next?

From July to October 2022, The Engagement Team will be collaborating with residents and business owners on how to make this Plan better and figure out what comes next. After the working version is updated, the City will publish the Public Review Draft Stockton Blvd Plan to confirm the direction before finalizing with the City Council.

As shown in Chapter 12: Implementation, the City has already begun working on many Tier 1 Revitalization Priority actions. While millions of dollars have been allocated to this area for affordable housing, workforce development, and anti-displacement (among other activities), additional funding is still needed to accomplish other priorities. This Plan will help the City and community prioritize actions as funding becomes available.

To provide your input, please visit: www.cityofsacramento.org/Stockton-Blvd-Plan before October 15, 2022.

We honor Sacramento's Indigenous People and Tribal Lands

To the original people of this land. The Nisenan people, The Southern Maidu, Valley and Plains Miwok, Patwin Wintun peoples; and the people of the Wilton Rancheria, Sacramento's only Federally recognized Tribe.

We acknowledge and honor the Native people who came before us and still walk beside us today on these ancestral lands.

We acknowledge and appreciate Sacramento's Indigenous People's history, contributions, and lives.

Thank you.

Source: Adapted from the land acknowledgment adopted by City Council on December 14, 2021 through Resolution No. 2021-0368.

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Introduction and Vision

1.1. Overview

Like other American cities, Sacramento has a past of segregation and exclusion. As a result of past practices like redlining, redevelopment, and predatory lending, many Black, Hispanic, and other minority populations currently live in neighborhoods that lack amenities and may face gentrification pressures and the associated danger of displacement from rising rents just when the amenities do arrive.

Change is coming to Stockton Boulevard. With the advent of Aggie Square, the \$1 billion expansion of UC Davis’ Sacramento campus, the community and the City saw that this large project had the potential to both change this area positively and exacerbate existing issues. As a once vibrant corridor that is now dotted with vacant lots, there is room to accommodate new growth which could act as a catalyst to broader community thriving. At the same time, longstanding residents and businesses in areas which have historically been disinvested are especially vulnerable to being displaced when their neighborhood is physically improved.

The Stockton Blvd Plan seeks to revitalize Stockton Blvd in a way that **benefits existing residents and businesses.**



Why Stockton Boulevard?

The Stockton Blvd Plan is being prepared because the corridor and surrounding neighborhoods:



Includes underserved, historically disinvested neighborhoods



Concerns around gentrification and displacement



Proximity to jobs and a mix of businesses



Proximity to transit routes



Potential for growth on vacant and underdeveloped land



Community benefits from inclusive economic and community development

In 2019, the City formed the Neighborhood Development Action Team (NDAT) to collaborate with the community on how to revitalize areas like this in a way that benefits existing residents and businesses while minimizing displacement. The Stockton Blvd Plan is a direct outcome of NDAT's work in these areas.

The Stockton Blvd Plan, led by the NDAT, is a community-centered approach to revitalizing Stockton Boulevard in a way that benefits the people and businesses that currently live and occupy the corridor and surrounding neighborhoods. The core purpose of this planning effort is to invest in Stockton Boulevard in a way that advances racial equity and addresses the needs of neighborhoods and residents that have been historically and disproportionately underserved.

Successful revitalization of the area is not done by increasing economic activity alone. It is done by placing value on cultural diversity, uplifting long-time residents through the creation of generational wealth, helping small business owners thrive, and focusing on increasing ownership of both residents and businesses in homes, businesses, land, and civic processes.

Neighborhood Development Action Team

The City of Sacramento Neighborhood Development Action Team (NDAT) supports a community-centered approach to revitalization with a focus on racial equity to guide decision making and policy, inclusive outreach and stakeholder engagement, investments, and resources. The cross-department team, co-led by the Planning Division of the Community Development Department (CDD) and the Office of Innovation and Economic Development (OIED), engages with people and businesses in Sacramento's underinvested areas to deliver appropriate services and resources.

The mission of NDAT is to ensure equitable investments and resources from the City and its partner agencies result in increased quality of life and economic growth for the people and businesses in Sacramento's historically disenfranchised and disinvested neighborhoods.



BUSINESS



PEOPLE



PLACE

1.2. About the Plan

The Stockton Blvd Plan includes two parts--a Specific Plan and a Neighborhood Action Plan. The Specific Plan is intended as a tool to attract and facilitate infill development in an effort to accommodate growth and revitalize the 4.5-mile commercial corridor from Alhambra Blvd. to 65th St (Specific Plan Area). The Stockton Blvd Plan is focused on prioritizing actions that allow existing residents and small businesses in the approximately 23 neighborhoods that surround the commercial corridor to stay AND benefit from investments and improvements. Figure 1 shows the general location of the Specific Plan Area and Neighborhood Study Area and Figure 2 shows the boundary of the Specific Plan Area.

Figure 1. Location of Stockton Blvd Plan in the Region

Specific Plan Area

The Specific Plan Area includes properties along a 4.5 mile long stretch of Stockton Blvd from Alhambra Blvd. to 65th St.

Neighborhood Study Area

The Neighborhood Study Area includes the Stockton Boulevard corridor as well as 23 surrounding residential neighborhoods in the southeast part of Sacramento. The Neighborhood Study Area is generally defined by State Route 99 (SR-99) on the west, U.S. Highway 50 (Hwy 50) on the north, Power Inn Road on the east, and the City Limits on the South. The Neighborhood Study Area includes neighborhoods that are outside of the City of Sacramento, within the jurisdiction of the County of Sacramento.

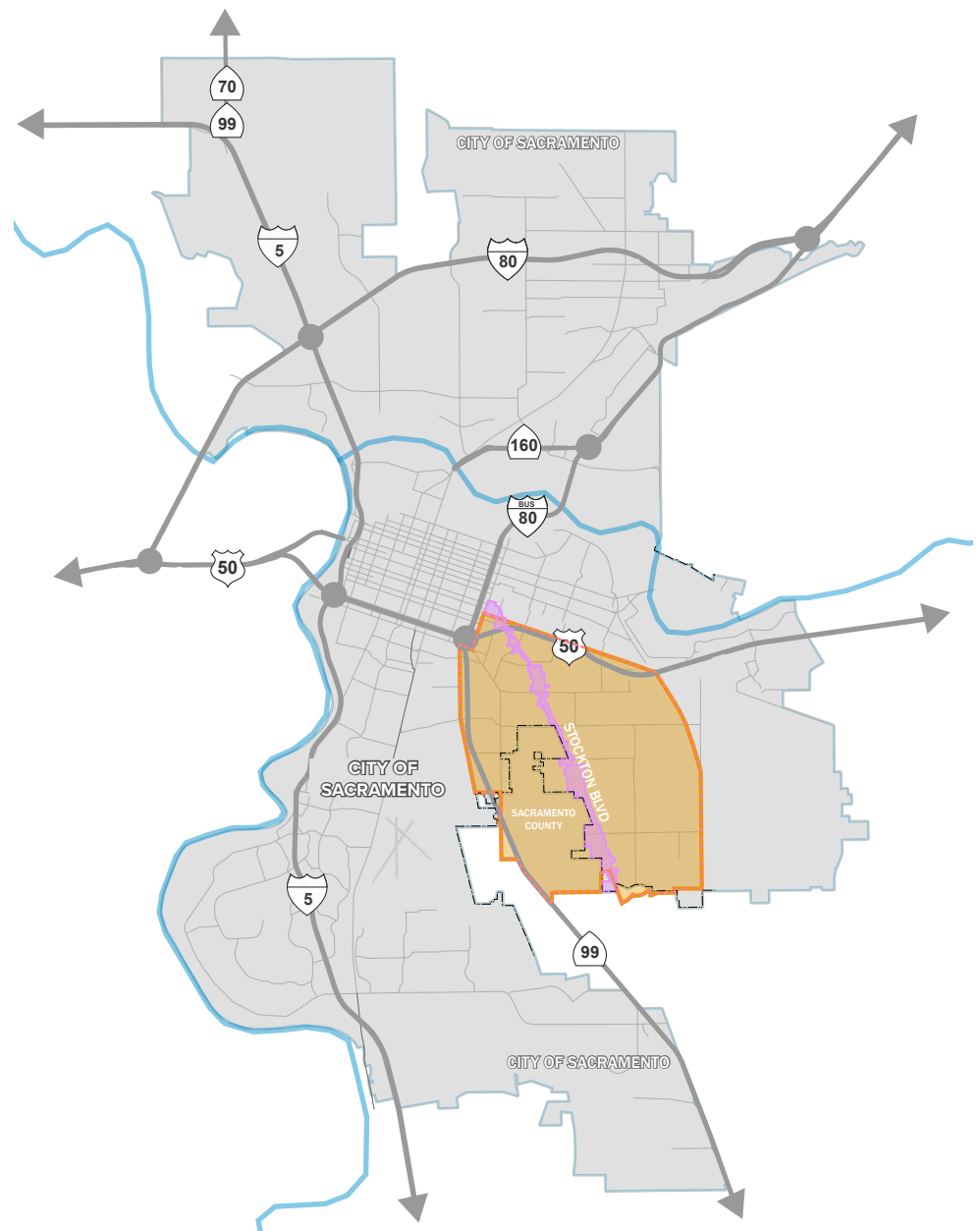
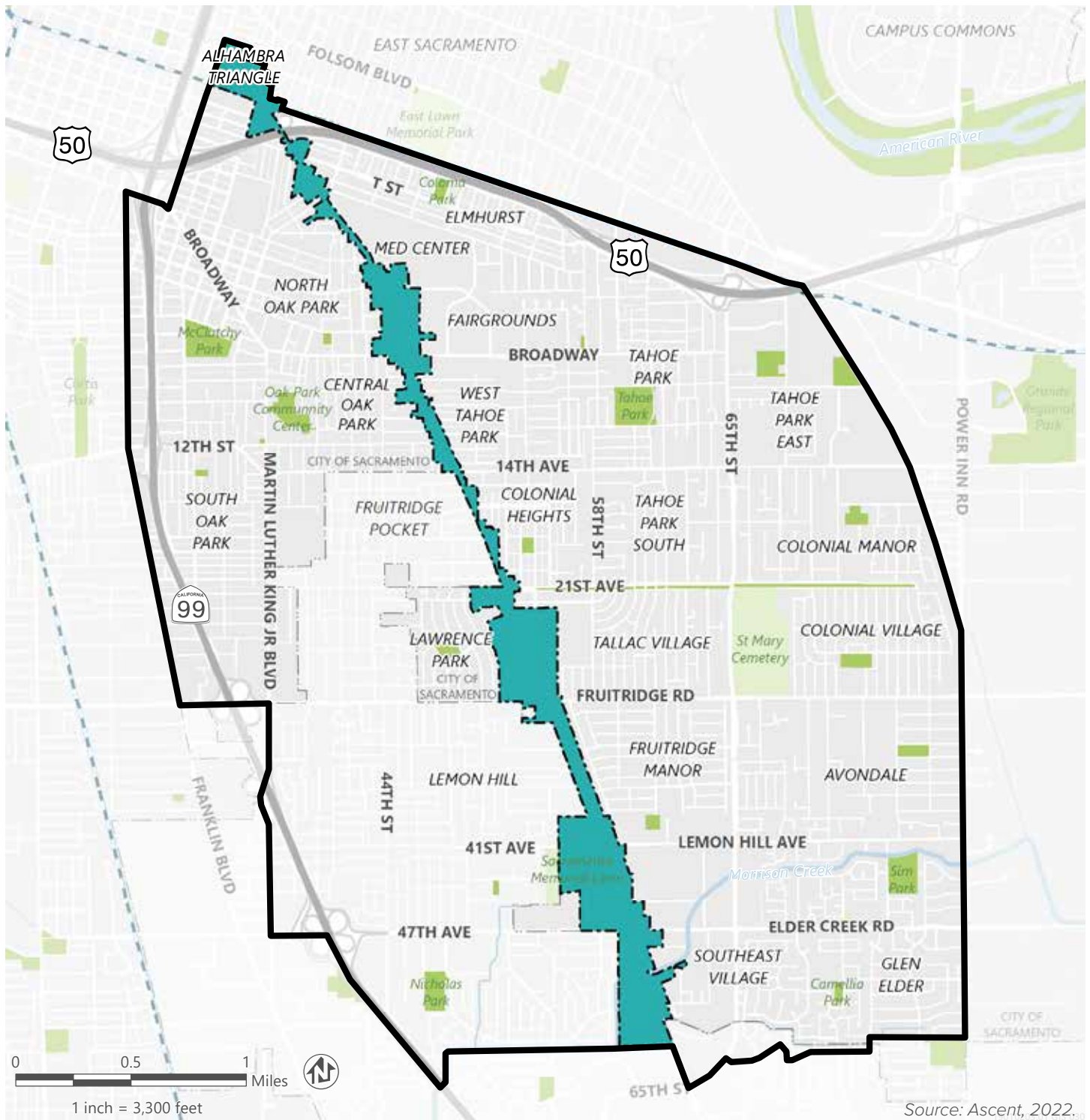


Figure 2. Specific Plan Area Boundary



- Light Rail Line
- Rail Line
- Freeways
- Ramps
- Streams/Creeks
- Parks
- Sacramento City Limits
- Neighborhood Study Area
- Specific Plan Area

1.3. Stockton Blvd Team

The Stockton Blvd Plan is led by the City's NDAT, in partnership with a local consultant team. The City chose a consultant team with local roots who partnered with well-known community-based organizations so that the money spent planning would also help build relationships and capacity in the community beyond the span of the planning process. The City and consultants are jointly called the Engagement Team. The consultant team includes the following local companies and organizations:



In addition, the Engagement Team invited residents from the neighborhoods surrounding the corridor to be part of a Resident Planning Team (RPT). This team is described in more detail in Chapter 3: Community Engagement Summary and Appendix A. Thank you to the following RPT members for their service in helping the planning team with the planning process to create this document:

- Abe Francis
- Aissata Morton
- Carla Cisneros
- Jermain Gill
- Jocelyn Cisneros
- Laura Cedidla
- Mai Nguyen
- Marianne Gonzales
- Michael Benjamin
- Michael Blair
- Rose Cabral
- Shalita Ellis
- Stephanie Francis
- Tiffany Wilson
- Yoshanna Scott

1.4. Anti-Displacement Values

As we write this Stockton Blvd Plan we do so with the objective of balancing reinvestment and redevelopment with preservation and protection of our community and its unique characteristics. We draft and carry out this Plan with the following collective values in mind:

1. We value the celebration of our community's history and cultures.
2. We value our interconnectedness and supporting each other as neighbors.
3. We value stability, wealth-building, and options for people and businesses.
4. We value actions that combat systemic racism and further equity and inclusion.
5. We value new economic opportunities, technology, and vocational training for ourselves and our neighbors.
6. We value improving our neighborhoods for current residents while we welcome new investment.

1.5. Vision for Stockton Blvd Community



Stockton Blvd will transform into a thriving corridor where the richness of culture and diversity of its residents and local businesses are embraced and **people are given the power to flourish, prosper, and be a part of the change.**

Equity and inclusion are at the forefront, with anti-displacement values and strategies in place to begin to address historical inequities, ensure the just and **equitable treatment of all residents**, and enact lasting and meaningful change.

Development and economic prosperity will transform the corridor, but not at the expense of its people and businesses. This change and growth will be thoughtful, equitable, and inclusive, **providing opportunities for all** and ensuring residents and small businesses will continually benefit from its success.

Stockton Blvd will be a bustling area anchored by a variety of businesses that **celebrate the wide range of cultures** that exist along the corridor and also serve the needs of local residents. **Small local businesses** will continue to be long-standing anchors in the community and be protected and supported. Entrepreneurship will be fostered with a focus on local businesses, family-oriented businesses, and other opportunities that **increase workforce participation and local hiring.**



Stockton Blvd will be a regional destination for arts, culture, and nightlife by continuing to **celebrate its diversity** through family-friendly celebrations, food, festivals, and other placemaking activities. The preservation and enhancement of historic and cultural resources will cultivate a sense of place and **create connections to the past.** Public art and wayfinding will celebrate the cultural and ethnic history of the boulevard. Stockton Blvd will emerge as a **vibrant, healthy, and inclusive community** for everyone.



Does this vision statement resonate with you?
Is there anything missing from this vision?



Stockton Blvd will be a healthy, safe, and desirable place to live with clean and safe, walkable, and bikeable streets, extensive tree canopy, and a range of housing choices. Parks and public spaces will be designed to **foster a sense of community**, becoming important places to gather and create meaningful memories. Neighborhoods along Stockton Blvd will be **affordable and inclusive**, providing all residents the opportunity to thrive and reach economic stability. Existing residents and future generations will **have the choice to stay and not be forcibly displaced.**



1.6. Plan Organization

The Stockton Blvd Plan serves as both a Specific Plan for the Stockton Boulevard Corridor and a Neighborhood Action Plan for the surrounding neighborhoods. The Plan is organized into the following 12 chapters and 8 appendices:

Chapters

1. Introduction and Vision
2. Stockton Boulevard Community Overview
3. Community Engagement Summary
4. Land Use and Community Character
5. Housing and Anti-Displacement
6. Placemaking, Arts, and Culture
7. Inclusive Economic Development
8. Environment and Public Health
9. Community Engagement and Capacity Building
10. Mobility and Transportation
11. Infrastructure
12. Implementation

Appendices

- A. Detailed Community Engagement Summary
- B. Economic Context Report
- C. Draft Residential and Commercial Gentrification Assessment
- D. Infrastructure Report
- E. Facilities Financing Options
- F. Stockton Boulevard Corridor Plan
- G. Historic Resources Analysis Report
- H. 2040 General Plan Environmental Justice Factbook

2

Stockton Boulevard Community Overview

2.1. Community History

Over thousands of years, Native American peoples used the general vicinity of Stockton Boulevard to travel from the confluence of the Sacramento and American rivers south towards the area around the confluence of the San Joaquin and Sacramento rivers. The Boulevard, as we know it today, was constructed over 100 years ago as the primary connector between the cities of Sacramento and Stockton. In 1909, the California State Fair relocated from its previous location in Midtown to a new site at the intersection of Stockton Boulevard and Broadway. In 1911, recognizing the importance of the corridor and surrounding neighborhoods, Sacramento annexed much of the northern end of Stockton Boulevard including the neighborhoods of East Sacramento, Elmhurst, and Oak Park. By the 1960s and 70s, the demographics of this corridor shifted to include more minority residents displaced from the Central City by redevelopment agencies. A large Vietnamese community of refugees fleeing the Vietnam War settled around Fruitridge Road and Lemon Hill Ave, while Oak Park emerged as one of Sacramento's most important African American communities. The construction of State Route 99, U.S. Highway 50, and Interstate-5 both isolated the corridor from the Central City and diverted through-traffic away from the area. Today, Stockton Boulevard continues to serve as an important transportation corridor, surrounded by some of the City's most diverse neighborhoods. The area's history has created a network of neighborhoods defined by their vibrant multicultural mix of language, music, food, and art that help define Sacramento as one of the most diverse cities in the country.



2.2. Local Context

Neighborhoods

The 23 neighborhoods in the Neighborhood Study Area have their own unique identity, sense of community, and development pattern. The neighborhoods north of 21st Avenue, including Elmhurst, Oak Park, Tahoe Park, and Colonial Heights, contain a rich variety of single-family homes dating to their development as streetcar suburbs in the late 19th and early 20th centuries. The Elmhurst neighborhood, between Stockton and approximately 53rd Street, and Colonial Heights on San Francisco Boulevard, both have cohesive groupings of early 20th century homes arranged around a wide landscaped boulevard. The Oak Park neighborhoods are dominated by older homes, with nearly one-third of the housing stock built before 1940. The majority of housing units in other neighborhoods were built between 1940 to 1959, with very few new housing units built after 2000. Newer housing has mostly been constructed south of Fruitridge and in Oak Park.

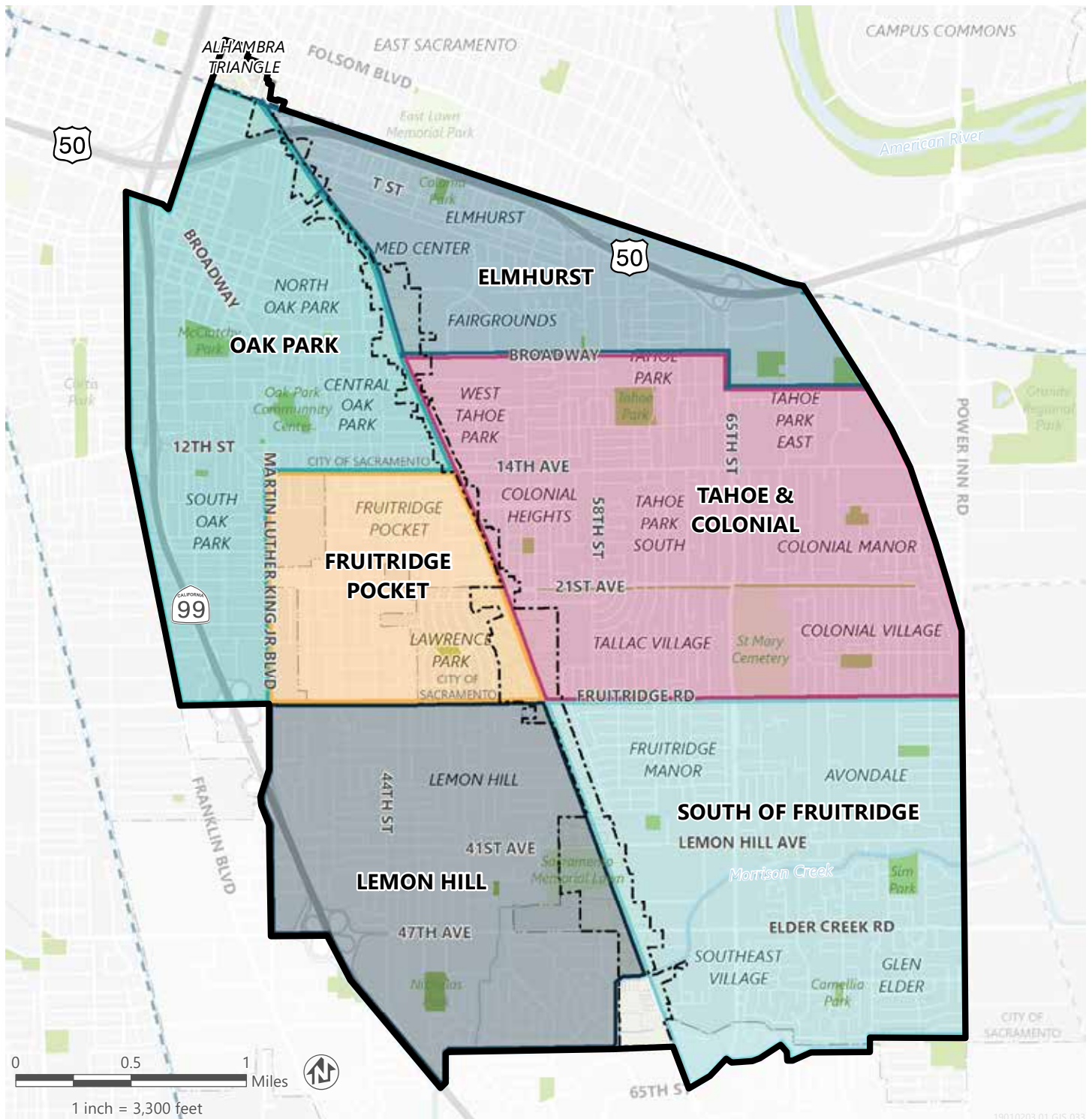
Neighborhood Subareas

The Neighborhood Study Area has been further grouped into the following six subareas, based on the U.S. Census Bureau's census tract boundaries, to distinguish socioeconomic and demographic trends: Elmhurst, Oak Park, Fruitridge Pocket, Tahoe & Colonial, Lemon Hill, and South of Fruitridge. Figure 3 shows the Neighborhood Study Area and six neighborhood subareas. All neighborhood subareas are within City boundaries, except for Fruitridge Pocket and Lemon Hill, which both include portions of unincorporated Sacramento County.

2.3. Historic Resources

Supported and spurred by the installation of the streetcar and freight lines, numerous "suburbs" developed along the Stockton Blvd corridor in conjunction with large employers that capitalized on open land along a major roadway. Prominent early employers include the county hospital (now UC Davis Medical Center), state fairgrounds, and agricultural manufacturing uses such as the Libby, McNeil, and Libby Cannery. Some buildings and places in this area have been designated as historic resources on local, state, and/or national registers. These are listed in Table 1 and shown on Figure 4. Historic resources can be used to tell stories of the past as well as contribute to the character of the area. Additional resources can be added to the registers and preserved. The resources that are found to be eligible or potentially eligible for listing are shown on Table 2. Further information on these resources can be found in Appendix G.

Figure 3. Neighborhood Subareas



- Elmhurst
- Fruitridge Pocket
- Lemon Hill
- Oak Park
- South of Fruitridge
- Tahoe & Colonial
- Light Rail Line
- Rail Line
- Freeways
- Ramps
- Streams/Creeks
- Parks
- Sacramento City Limits
- Neighborhood Study Area
- Specific Plan Area

Table 1. Listed Historic Resources in the Specific Plan Area

Resource	Location	Designation
Libby, McNeil, and Libby Fruit and Vegetable Cannery	1724 Stockton Boulevard	<ul style="list-style-type: none"> National Register of Historic Places California Register of National Historical Resources, Sacramento Register of Historic and Cultural Resources
Colonial Theatre	3522 Stockton Boulevard	<ul style="list-style-type: none"> California Register of Historical Resources
Caltrans Equipment Headquarters Auto Repair Shop	3400 R Street	<ul style="list-style-type: none"> State Master List
Caltrans Equipment Headquarters Paint Shop	3400 R Street	<ul style="list-style-type: none"> State Master List
Caltrans Equipment Headquarters Yard	3400 R Street	<ul style="list-style-type: none"> State Master List
Caltrans Equipment Headquarters Administrative Building	3400 R Street	<ul style="list-style-type: none"> State Master List
Caltrans Equipment Headquarters Shop A	3400 R Street	<ul style="list-style-type: none"> State Master List
Caltrans Equipment Headquarters Truck Repair Shop	3400 R Street	<ul style="list-style-type: none"> State Master List

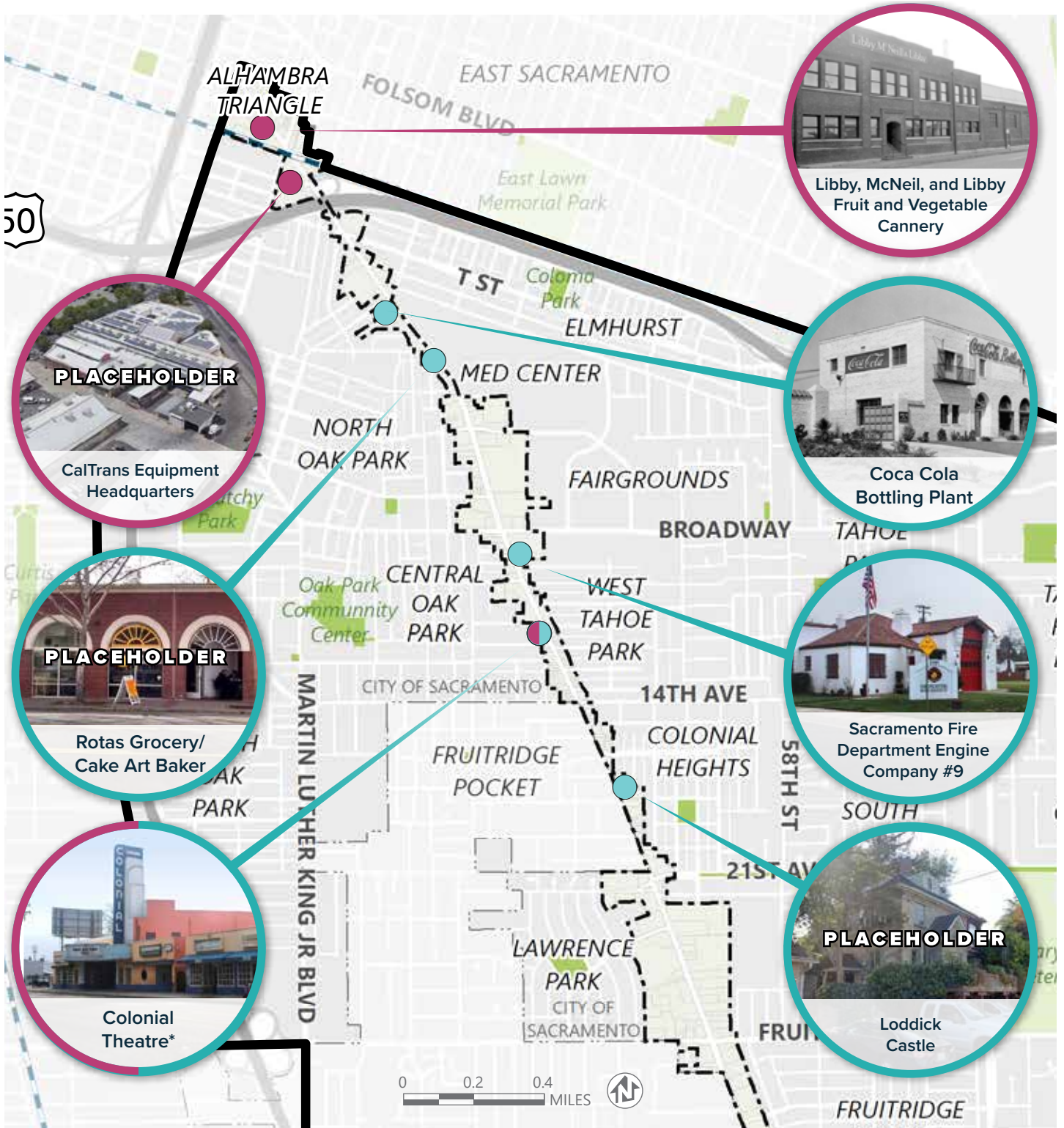
Source: Sacramento County BERD, March 2020.

Table 2. Eligible Historic Resources in the Specific Plan Area

Resource	Location	Designation
Colonial Theatre	3522 Stockton Boulevard	<ul style="list-style-type: none"> National Register of Historic Places
Coca Cola Bottling Plant	2200 Stockton Boulevard	<ul style="list-style-type: none"> National Register of Historic Places
Rotas Grocery/Cake Art Bakery (does not appear to be extant)	2330 Stockton Boulevard	<ul style="list-style-type: none"> Sacramento Register of Historic and Cultural Resources
Sacramento Fire Department Engine Company #9	3101 Stockton Boulevard	<ul style="list-style-type: none"> Sacramento Register of Historic and Cultural Resources
Loddick Castle	3400 R Street	<ul style="list-style-type: none"> State Master List

Source: Sacramento County BERD, March 2020.

Figure 4. Map of Historic Resources



- Listed Historic Resources
- Eligible Historic Resources

- Light Rail Line
- Rail Line
- Freeways
- Ramps
- Streams/Creeks

- Parks
- Sacramento City Limits
- Neighborhood Study Area
- Specific Plan Area
- Specific Plan Area Parcels

*The Colonial Theatre is listed on the California Register of Historical Resources and eligible for listing on the National Register.

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Source: Ascent, 2022.



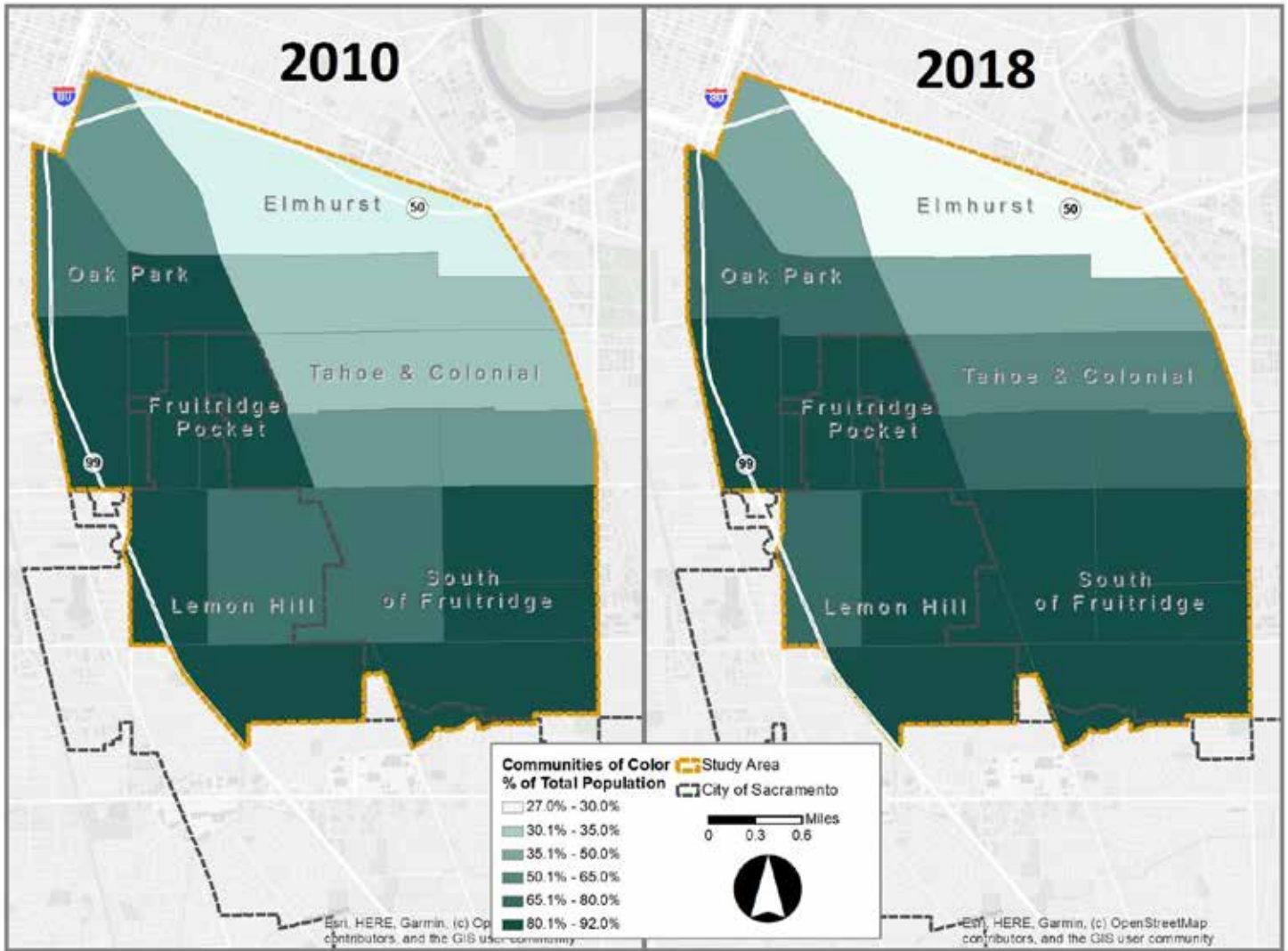
2.4. Population Characteristics

Over 86,000 people live in the various neighborhoods within the Neighborhood Study Area. The neighborhoods are both racially and culturally diverse. Over 72 percent of people identify as persons of color. Over 44 percent speak a language other than English. All neighborhoods experience changes in demographics over time, but some neighborhoods in the area have experienced more change than others. This section summarizes the information found in two reports—an economic context report (Appendix B) and draft residential and commercial gentrification assessment (Appendix C).

Changing Racial Demographics

Most neighborhoods in the Neighborhood Study Area have historically been occupied by lower-income households and communities of color (e.g., Black or African American, Vietnamese American, Hispanic/Latino). As shown in Figure 5, between 2010 and 2018, there were shifts in the racial and ethnic makeup of all neighborhoods in the Study Area. The Elmhurst and Oak Park neighborhoods became less diverse over time, while Tahoe Park/Colonial Heights, Lemon Hill, and the neighborhoods South of Fruitridge became more diverse. The population that identifies as Black or African American has remained steady in the Neighborhood Study Area. However, in the historically Black and African American community of Oak Park, there have been large declines in the Black and African American population between 2010 and 2018, countered with large population growth in the Black and African American population in the Fruitridge Pocket Subarea.

Figure 5. Communities of Color, Percentage of Total Population (2010-2018)

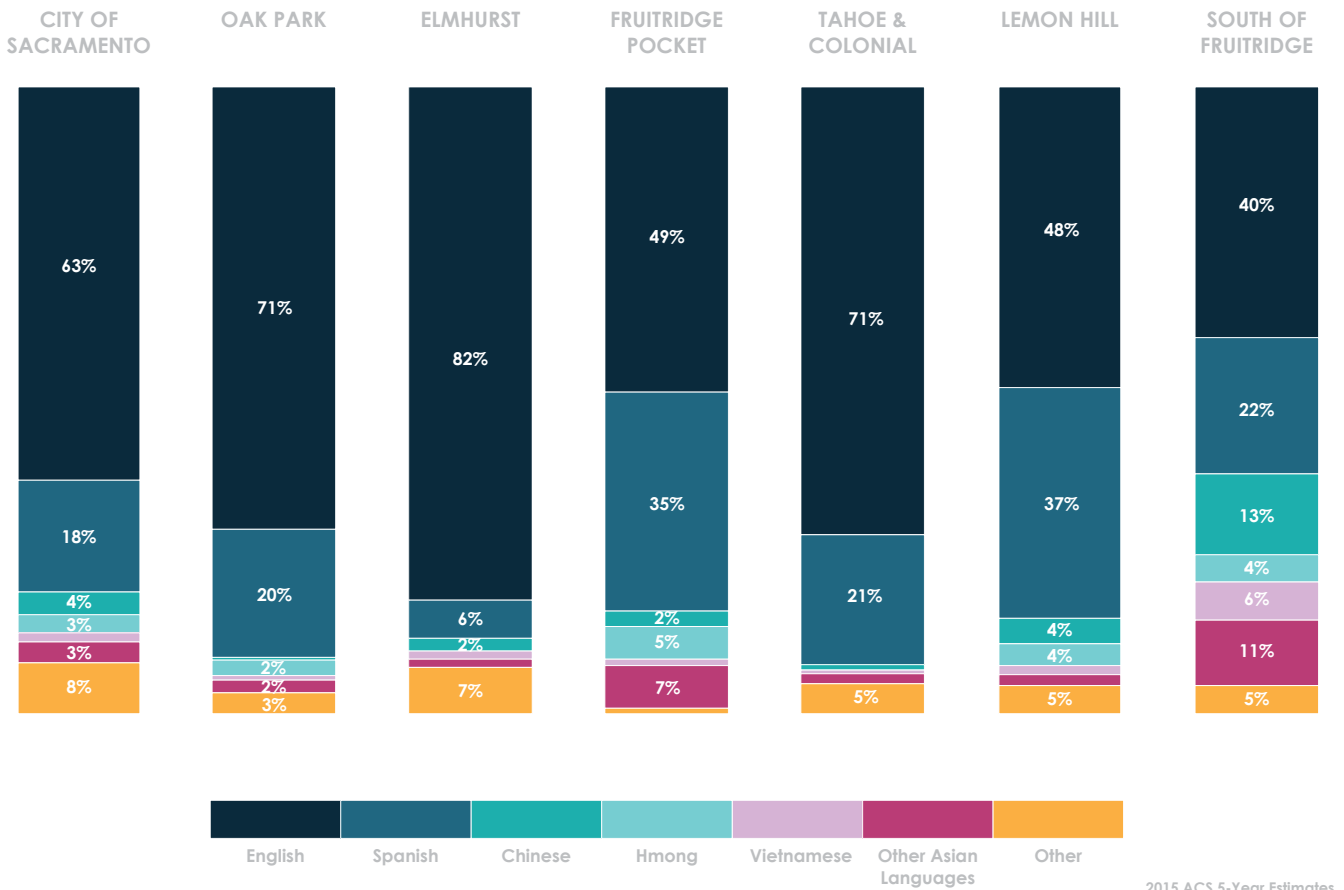


Source: Economic & Planning Systems, Inc.

Linguistic Diversity

The Neighborhood Study Area is rich in cultural and linguistic diversity. Dozens of languages are spoken in households throughout the area, including Spanish, Chinese, Hmong, Vietnamese, and several others. The most linguistically diverse neighborhood subareas include the South of Fruitridge Area, Lemon Hill, and Fruitridge Pocket (see **Figure 6**). According to the 2020 American Community Survey, over 12 percent of households in the Neighborhood Study Area have limited English proficiency, compared with about 7 percent citywide. English proficiency is generally lower in the southernmost neighborhoods in the Study Area. Within some Census tracts in the South of Fruitridge and Lemon Hill subareas, over 30 percent of households have limited English proficiency.

Figure 6. Linguistic Diversity (2015)

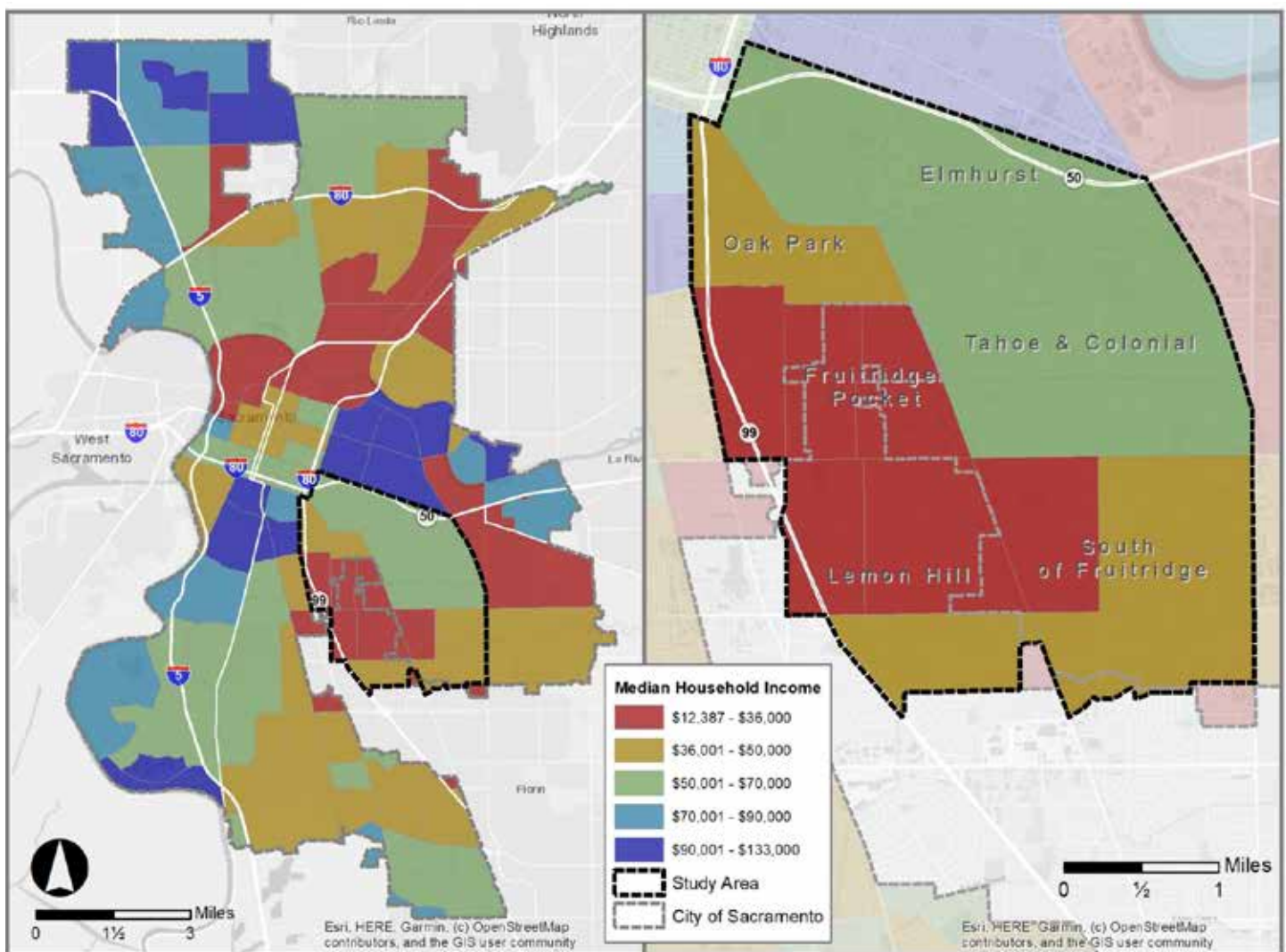


Source: 2018 American Community Survey, 5-Year Estimates

Median Household Income

Median household income in the Neighborhood Study Area is significantly lower compared to the median household income in the City. In 2018, the overall median household income in the Study Area was \$44,700, about 30 percent lower than the median income for the City as a whole (\$58,500). The Elmhurst and Tahoe & Colonial Subareas and the northern portion of Oak Park (including Med Center and North Oak Park) both have a greater concentration of higher-earning households, with median household incomes around \$60,000, nominally surpassing the median income of the City (see Figure 7). The central and southern portions of Oak Park and the subareas of Fruitridge Pocket, Lemon Hill, and South of Fruitridge represent the two lowest median income categories within the City, with an average median income of about \$37,000.

Figure 7. Median Household Income: City of Sacramento and Neighborhood Study Area (2018)



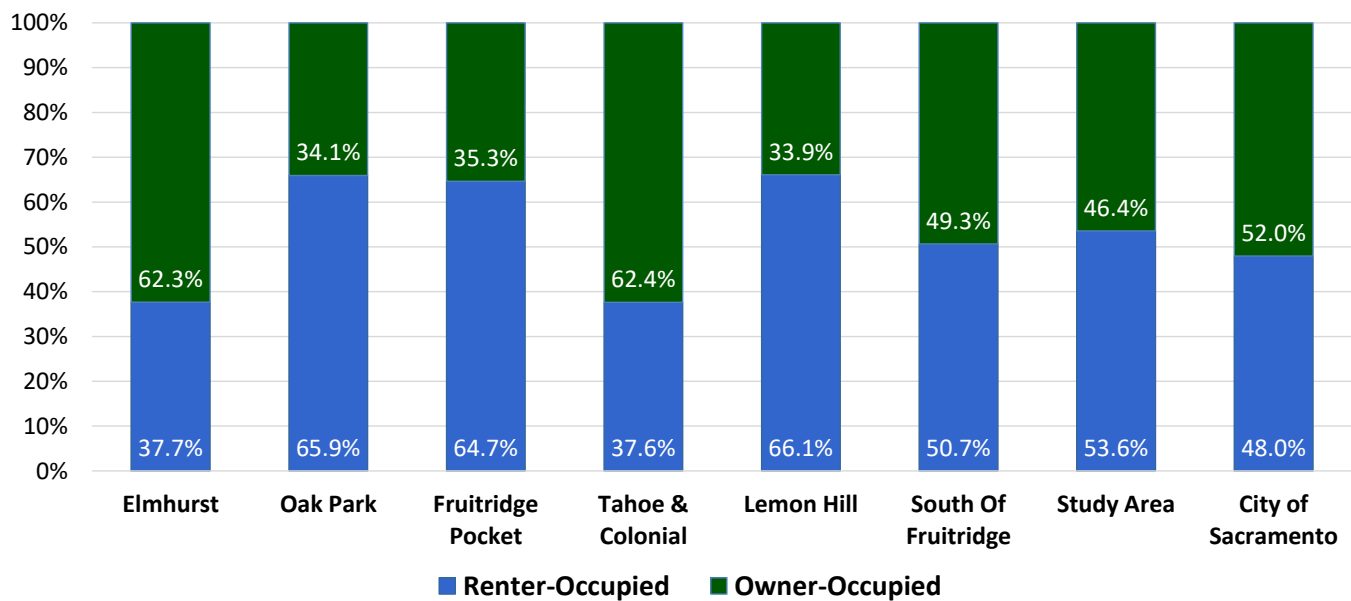
Source: Economic & Planning Systems, Inc.

Home Ownership

While the national homeownership rate was about 67 percent and citywide homeownership rate was about 52 percent in 2018, the average rate of homeownership in the Neighborhood Study Area was only 46 percent. Homeownership rates vary greatly by subarea. Whereas the rates of homeownership in the Elmhurst and Tahoe & Colonial neighborhoods exceed the citywide homeownership rate, both at around 62 percent, Oak Park, Fruitridge Pocket, and Lemon Hill all have rates of homeownership closer to 35 percent (see Figure 8).

Homeownership is one of the most important ways for families to build generational wealth and stability. According to a 2019 report by the US Federal Reserve, homeowners had a median net worth of \$255,000, compared to \$6,500 for renters. Across the nation, Black households have some of the lowest rates of homeownership, and this is true of Black households in Sacramento. In fact, Black households have the lowest homeownership rates in the City (31.3 percent); almost 24 percentage points below the homeownership rate for white, non-Hispanic households. There are many factors that contribute to this gap in homeownership for Black households – from systematic racism in housing policies to income disparities. Areas with lower rates of homeownership are also at particularly high risk for housing insecurity and displacement in the event of neighborhood change and gentrification.

Figure 8. Housing Tenure Percentage: City of Sacramento and Study Area (2018)



Source: 2018 American Community Survey, 5-Year Estimates. Economic & Planning Systems, Inc.

Home Values and Sales Price

In 2018, the average median value for owner-occupied households in the Neighborhood Study Area was \$235,640, approximately 33 percent lower than the median value for the City as a whole. The average median home value in the Study Area ranged from about \$168,000 in Fruitridge Pocket to \$353,000 in Elmhurst. The subareas of Elmhurst and Tahoe & Colonial had higher median home values and higher percentages of owner-occupied units than the rest of the Neighborhood Study Area. The Oak Park Subarea also had higher median home values than the southern subareas, although the Oak Park Subarea also has a smaller supply of owner-occupied households.

Residential Rental Rates

Average residential rents between 2010 and 2018 in the Neighborhood Study Area increased at a slower rate than in the City as a whole. Rents in the Study Area increased 21 percent to \$1,041 per month compared to the 39 percent increase in average rent citywide, which increased to \$1,211 in 2018. The Lemon Hill and Elmhurst Subareas experienced the largest rent increases within the Neighborhood Study Area with rents rising 29 percent and 23 percent, respectively (with average monthly rental rates of \$860 and \$1,092, respectively). As of 2018, the highest average

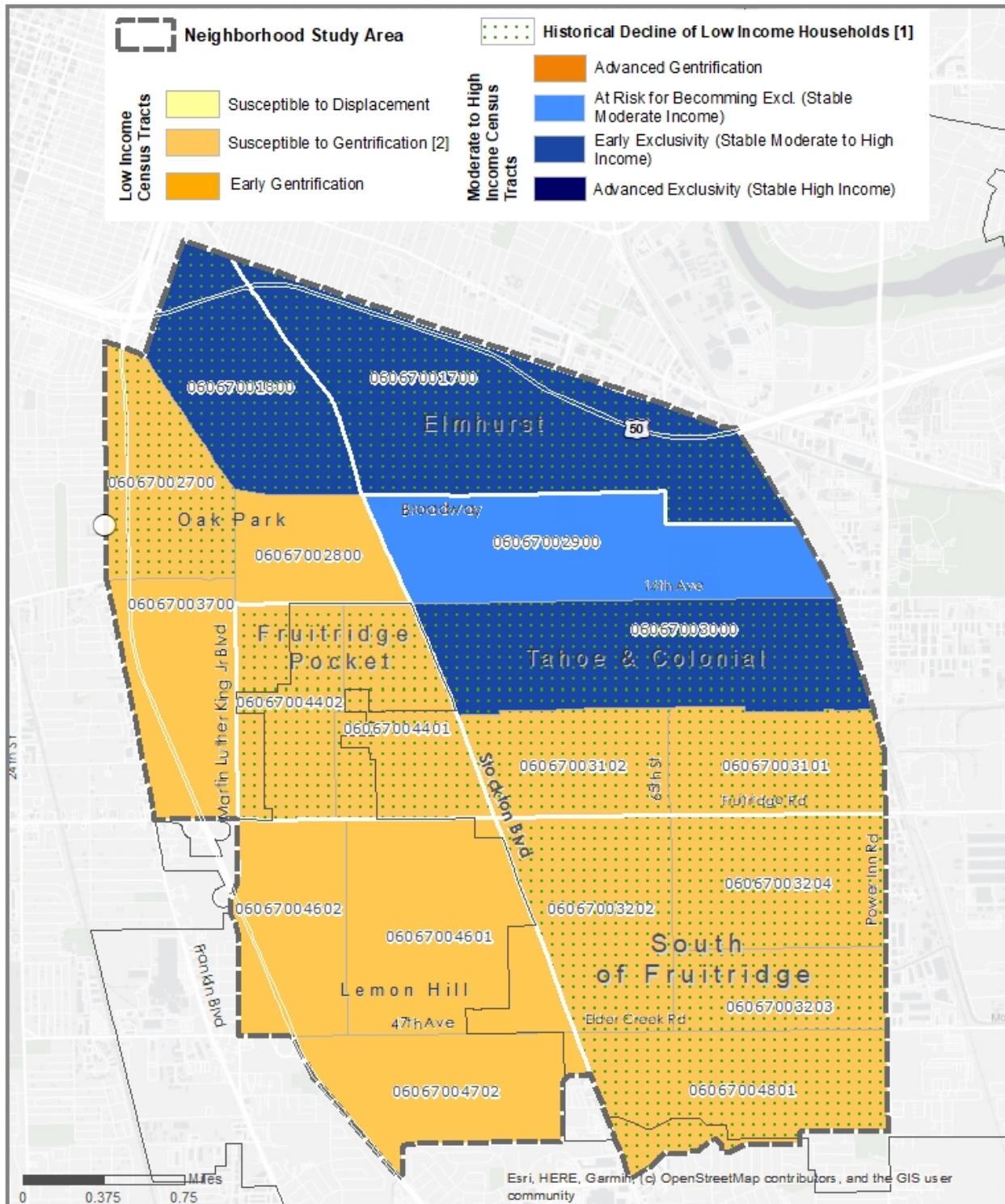
rent occurred in the Elmhurst Subarea (\$1,092 per month), although average rent was about 11 percent lower than average rent citywide. The Oak Park Subarea had lowest average rents, reflecting a rate about 58 percent lower than the City's average rent.

Residential Gentrification Assessment

A residential gentrification assessment was prepared to measure gentrification conditions and estimate low-income household displacement (Appendix C). The assessment determined that approximately one-third of households in the Neighborhood Study Area live in areas that are becoming exclusive or have the potential to become exclusive to low-income household (see Figure 9). This includes the neighborhoods of Elmhurst, North Oak Park, and most of the Tahoe & Colonial Subareas. The remaining two-thirds of households in the Neighborhood Study Area live in areas that are categorized as "susceptible to gentrification," which includes the southern portions of Oak Park and Tahoe & Colonial Subareas, and the entirety of the Fruitridge Pocket, Lemon Hill, and South of Fruitridge Subareas. These areas were predominately low-income and experienced moderate to significant rent increases or were adjacent to census tracts that experienced rent increases.



Figure 9. Neighborhood Study Area Residential Gentrification Assessment



Source: City of Sacramento; U.S. Census ACS 2010 and 2018 5-year; State of California Department of Housing and Community Development; U.C. Berkeley Urban Displacement Project; EPS.

[1] Reflects a decrease in low income households between 2010-2018 in Census Tracts that experienced increased and decreased total households over this period. For Census Tracts that experienced a decline in total households, the decline in low income households exceeded the decline in total households.

[2] Census Tracts that are categorized as "Susceptible to Gentrification" are also susceptible to displacement but not necessarily experiencing displacement of low-income households. Census Tracts that experienced declines in low income households between 2010-2018 are noted on this map.

Source: Economic & Planning Systems, Inc.

2.5. Commercial Market Conditions

Retail Market

Historically, the retail market in the Neighborhood Study Area has performed slightly below the citywide average, with slightly higher vacancy rates and consistently lower monthly lease rates. Between 2010 and 2020, the total retail square footage in the Neighborhood Study Area decreased by about 5,000 square feet with negative net absorption of about 3,000 square feet, indicating a minimal change in demand for retail space, despite the area’s population growth during this period. During the same timeframe vacancy rates decreased from 12 percent in 2010 to 9 percent in 2020, but remain higher than the citywide vacancy rate, which decreased from 10 percent to 7 percent. As of 2020 the lease rates achieved for retail in the Neighborhood Study Area are about 16 percent less than the rates secured in the City as a whole. In the Neighborhood Study Area, residential and retail development are likely the leading development types due to the inexhaustible need for housing, especially affordable housing, and supportive retail.

Office Demand

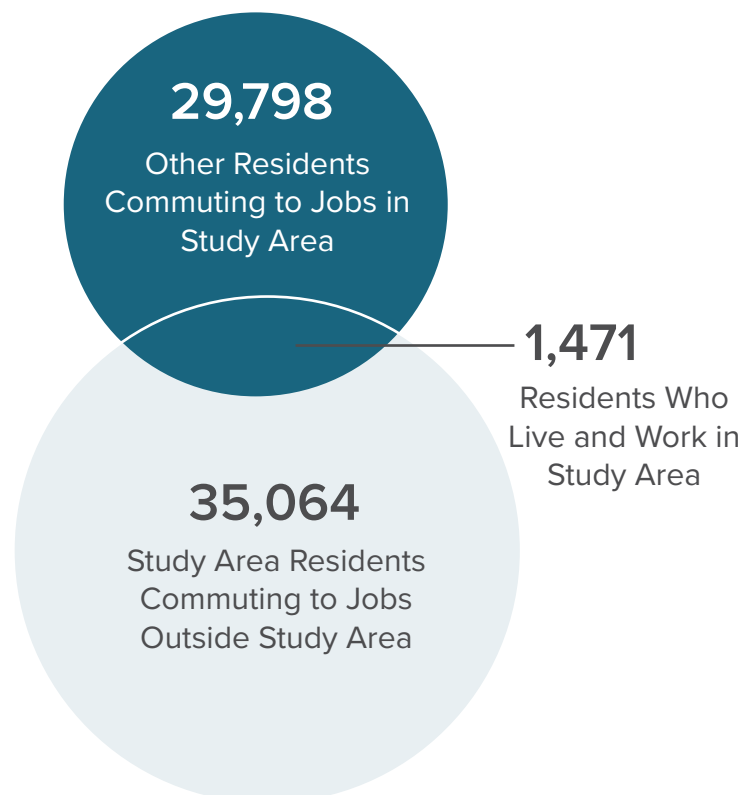
With a predominance of residential, medical, and retail space, the Neighborhood Study Area does not play a strong role in the City’s office market. Between 2010 and 2020, only three additional office buildings were built in the Neighborhood Study Area, totaling 34,100 square feet. Monthly lease rates have decreased by about 29 percent in the Study Area between 2010 and 2018, down to \$1.02 per square foot per month. In contrast, the City saw office rents rise about 16 percent, commanding average lease rates (about \$2.16 per square foot per month) that are more than double asking rates in the Study Area. There is little demand for office space in the Study Area and the market for medical office space will likely be fulfilled with the addition of Aggie Square.

2.6. Employment Characteristics

The Neighborhood Study Area serves as an important employment node within the City, driven by three primary industries: health care, educational services, and utilities. These industries are bolstered by key employers including the UC Davis Medical Center; Shriners Hospital for Children; the SCUSD offices; and the SMUD headquarters. Employment in the Health Care and Social Assistance, Educational Services, and Utilities industries represents nearly 70 percent of all jobs in the Neighborhood Study Area. There has been an increase in non-chain small businesses in the Neighborhood Study Area between 2000 and 2019 that have also increased employment opportunities.

For the most part, residents of the Neighborhood Study Area do not live where they work. About 96 percent of area residents commuted to jobs outside of the Study Area for work. Conversely over 95 percent of Study Area workers commute in from outside the area (see Figure 10).

Figure 10. Employment Inflow-Outflow (2018)



2.7. Environmental Justice

As part of the 2040 General Plan Update, the City prepared Environmental Justice (EJ) Factbooks using both technical data and community and stakeholder input. The information presented in the EJ Factbooks is intended to provide a baseline understanding of the EJ challenges that exist in Sacramento. Each of the five Factbooks focuses on a unique set of EJ topics as outlined in the 2016 Planning for Healthy Communities Act (SB 1000). These Factbooks are found in Appendix G and summarized below.

Safe and Sanitary Housing

Safe and affordable housing is one of the most important issues in the area. The Study Area includes census tracts with a high percentage of low-income households that are significantly rent burdened, have experienced high eviction rates, and have high concentrations of households using housing choice vouchers relative to other locations in the City. Substandard housing is also prevalent. Overall the community is experiencing and is at-risk of gentrification.

Healthy Food Access.

Some census tracts within the Neighborhood Study Area have among the highest rates of households receiving Supplemental Nutrition Assistance Program (SNAP) benefits in the state. However, there are grocery stores, community gardens, and farmers markets that provide access to fresh and healthy food in the area. Many fast food locations and tobacco and alcohol retail outlets are located in the Study Area, which are generally linked to poor health outcomes.

Public Facilities and Physical Activity

Although there are no identified deficiencies in community facilities within the Study Area, there are some areas with deficiencies in park access and isolated locations deficient in tree canopy coverage. In addition, there are areas shown as disadvantaged according to the City's Bicycle Master Plan equity analysis.

Environmental justice means the fair treatment and meaningful involvement of **all groups** so that everyone, regardless of their identities, has the chance to live in a **healthy environment**.



Rancho San Miguel Market, an employee-owned supermarket, opened in 2022 where the former Food Source had been.



Artivio Guerrero Park on 61st Street has a play structure, picnic area, and skate park.

Civic Engagement and Investment Prioritization

The Neighborhood Study Area is identified as an area high in linguistic isolation and low in voter participation. In addition, the Lawrence Park neighborhood has one of the highest rates of people without internet access.

Air Quality and Pollution Exposure

Overall, pollution exposure in the Neighborhood Study Area has not been identified as one of the most serious in the state, but other serious environmental quality and pollution exposure issues exist, with air quality being one of the more prevalent pollution issues. In addition, there are some sites that generate hazardous materials in the Neighborhood Study Area, with documented hazardous materials cleanup sites and some leaking underground storage tanks. In some areas, drinking water quality is a critical issue.

2.8. Infrastructure

The below discussion is summarized from an infrastructure study prepared for the City by NV5 (see Appendix D).

Wastewater and Storm Drainage

The Specific Plan Area is served by the City of Sacramento's Combined Sewer System (CSS) in the area north of 14th Avenue. The CSS is a legacy storm drain and sanitary sewer system that conveys both stormwater and sanitary sewer flows. The southerly half of the Specific Plan Area is served by collection systems conveying storm drainage and sanitary sewer flows separately. There are several small City of Sacramento drainage basins in the separated southerly half of the Specific Plan Area. The City of Sacramento provides service in the CSS area and the Sacramento Area Sewer District (SASD) provides sanitary sewer collection in the separated system area.

Water

Domestic water in the Specific Plan Area is provided by the City of Sacramento. The City uses both surface water and groundwater to meet the water demands. Generally, the City has sufficient water supply for development consistent with the growth assumptions envisioned by the City's General Plan.

The City differentiates the water mains into two distinct categories: water distribution mains and water transmission mains. Water distribution mains are smaller pipelines located in the streets and alleys used for water services. Water transmission mains are larger pipelines used to convey water to the distribution mains. The Specific Plan Area is generally served by an extensive system of service mains ranging in size from 6-inches to 12-inches in diameter. There are no active wells or reservoirs within the limits of the Specific Plan Area.

Natural Gas

Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area. The PG&E gas distribution system has high and low pressure distribution systems. The high pressure gas system generally is served by a grid system throughout the Specific Plan Area. The high pressure system pipelines range in size from 2-inch to 6-inch diameter. These mains are generally located in the streets or occasionally in an alley.

Electricity

SMUD provides electrical service to customers located within the Specific Plan Area. Power is transmitted to the Specific Plan Area by a 12kV and 21kV distribution system. There are three different 21kV substations that feed the Stockton Blvd. area. Specifically, SMUD Mid-City substation, East-City substation, and South-City substation. All of these substations step down 115kV to 21kV in order to feed the Specific Plan Area. The Mid-City substation is situated along Stockton Boulevard and 34th Street in the northern end of the Specific Plan Area.

Existing public utility easements (PUEs) along Stockton Boulevard need to be maintained for the existing and future 12/69kV overhead electrical facilities. New PUEs would need to be provided if the SMUD facilities are relocated.

Telecommunications

Within the Specific Plan Area there are numerous telecommunications providers. AT&T, Comcast, and the City of Sacramento are the main providers for telephone and cable services. AT&T supplies local and long-distance telephone service, and also data communications, in most of the Sacramento area. Comcast provides cable television service in the Sacramento area. AT&T Broadband leases conduit space and fiber optic cable capacity from Comcast in the Specific Plan Area. The City currently owns an existing fiber network that provides Municipal and Smart City services. The network provides connections between various traffic signals, utility sumps, reservoirs, and City facilities spread throughout the City.

3

Community Engagement Summary

OBJECTIVE: *Through a collaborative and inclusive planning process, the City and its partners will build a shared vision of the corridor as a great place for existing residents and small businesses while also providing space for future growth.*



3.1. Introduction

From the beginning of this project, the Engagement Team (i.e., City staff and consultants) have sought to develop an engagement strategy that focuses on the diverse community that make up the plan area and allows them to meaningfully influence the future of their neighborhoods and the Stockton Boulevard corridor. The plan reflects community priorities and seeks to respond more directly to local needs and desires through action-oriented solutions and building local capacity.

This chapter summarizes the Engagement Team’s efforts to engage the community, partner organizations, and small businesses throughout the planning process, the key themes that were brought up through the community engagement process as well as the existing conditions analyses, and where those themes are addressed in other City processes/documents. See Appendix A for a more detailed summary of community engagement.

The community engagement strategy involved the people who live, work, and own businesses in the Stockton Blvd Plan area so they will benefit from outcomes of the plan.

3.2. Community-Centered Planning Process

Community Engagement Goals

The purpose of creating an inclusive planning process is to collectively create a plan that will achieve the following three goals. The engagement strategy aims to achieve these goals through a variety of approaches with the ultimate objective of involving all facets of the community and empowering them to carry on the vision and direction set forth in this plan.

1. Create a Plan that Reflects the Community

- Listen to community knowledge and perspectives and provide opportunities to confirm direction.
- Prioritize underserved communities that have been historically excluded from such community planning efforts, including minority and low-income residents, non-English speakers, and youth.
- Meet people where they are and speak their language. Develop culturally appropriate outreach strategies to provide fair and equitable access to information and reach the wide range of non-English speakers in the Neighborhood Study Area.
- Consider needs that impede engagement such as limited time, physical ability to access sites and/or documents, language barriers, access to technology, etc.

2. Build Neighborhood Capacity

- Raise awareness for the planning process and educate the public to allow for effective participation.
- Build capacity and empower community members to be engaged in the process and to take ownership of the Stockton Blvd Plan.
- Pay for local expertise within the community and hire locally.
- Partner with community-based organizations who are already working in the area and will continue to support the community after the planning process is complete.

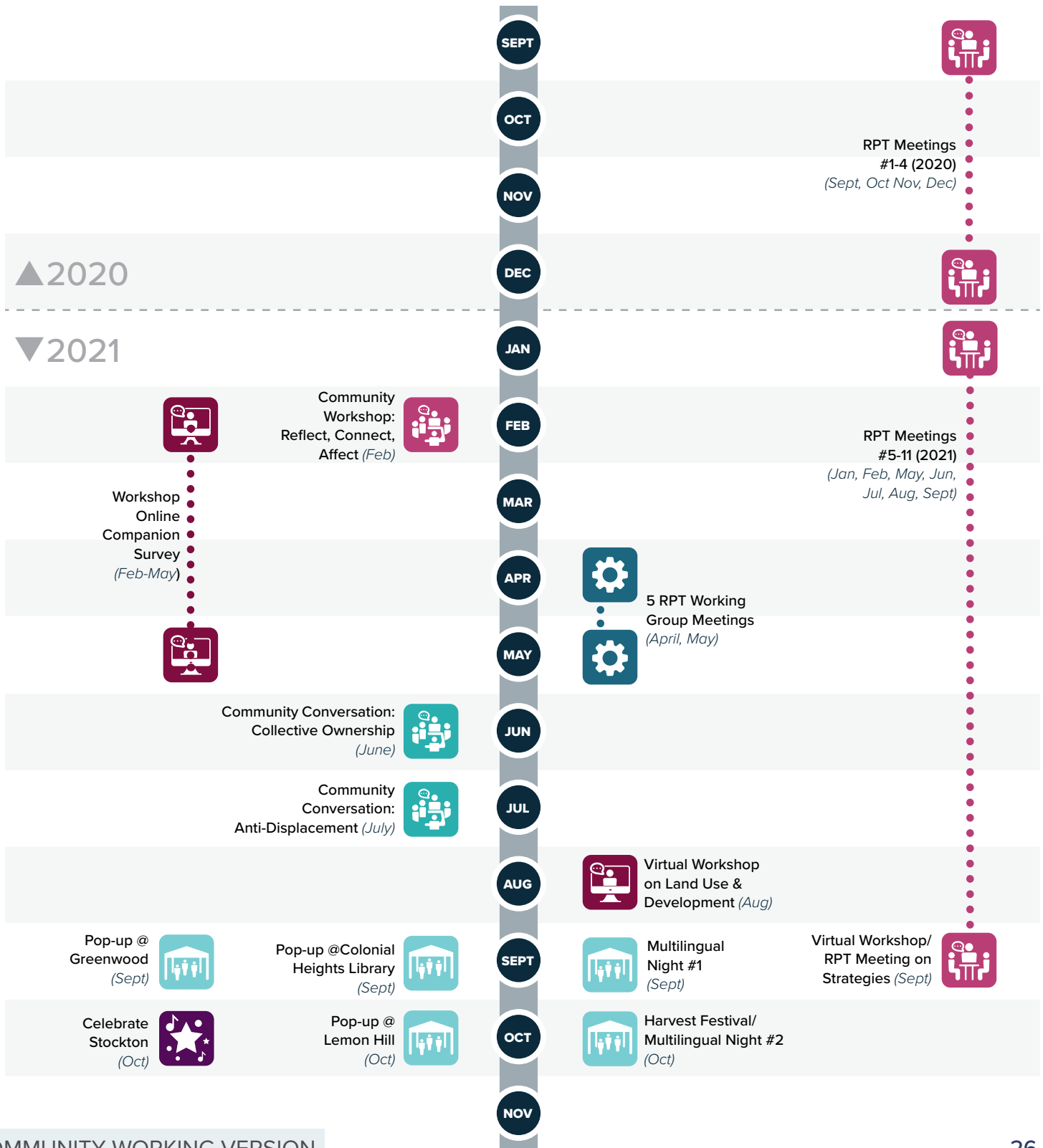
3. Increase Local Ownership

- Defer to local expertise and find opportunities to support community-led efforts.
- Collaborate with existing initiatives that support the community, don't compete.
- Develop resources and tools to support those who have been historically disenfranchised from past economic success.

3.3. Outreach Process

Outreach began in the Fall of 2020 and has continued regularly throughout the process. Figure 11 outlines the various forms of outreach that has taken place to date.

Figure 11. Timeline of Outreach Activities



Community Engagement & COVID-19

Community engagement efforts, under the best of conditions, can be challenging. Developing a meaningful outreach strategy during the Covid-19 pandemic presented a whole new set of obstacles and challenges. The engagement strategy for the Stockton Blvd Plan was originally meant to be all in-person and involved a variety of activities that would have the Engagement Team actively engaging with community members in their community. Transitioning to a virtual-only approach has had benefits and drawbacks. The virtual space has made it easier for more some people to attend meetings or to watch recordings on their own schedule. However, the Engagement Team wasn't able to attend ongoing community events and attend gatherings already happening. But itlt can also isolated residents who don't didn't have access to the internet or who don't didn't speak English as their primary language, making it harder to engage with key underrepresented members of the community. The engagement strategy seeks sought to address some of these challenges to ensure a broad representation of voices are heard throughout this process through pop-up meetings at community spaces, such as the library or going to large apartment complexes and providing free food and entertainment while also asking residents to provide their input. In October 2021, the City hosted a "Celebrate Stockton Blvd" event which highlighted many nonprofits and organizations in the community, offered free food and entertainment, and provided a space for local residents to hear more about, and provide input on, the Stockton Blvd Plan.

3.4. Summary of Engagement Activities

Collaboration and engagement began early in the planning process and will continue through plan adoption. Engagement activities have prioritized outreach in identified underserved communities, while also including all the elements to ensure broad public participation in the planning process. This section summarizes the main outreach activities to date. A detailed description of individual activities, outreach materials, and summaries are compiled in Appendix A.

ENGAGEMENT TO-DATE

- 11** Meetings with the Resident Planning Team (RPT)
- 5** Working Group Meetings
- 5** Virtual Community Workshops/
Community Conversations
- 1** Online Survey
- 3** Pop-Up Events
- 2** Multilingual Events

Resident Planning Team

The Engagement Team put together a team of residents from neighborhoods in the Neighborhood Study Area to act as consultants and collaborators to help build and inform the development of the Stockton Blvd Plan. Each member of the Resident Planning Team (RPT) was offered a stipend for participation in the process. Meetings began in the Fall of 2020 and have occurred monthly throughout 2021. Since inception, there have been a total of 11 RPT meetings (plus 5 additional working group meetings). Figure 12 shows a screenshot of the October 2020 virtual RPT meeting.

Working Group Meetings

The Engagement Team and RPT met with various City departments and agencies for a series of working group meetings on: Environment and Public Health; Placemaking, Arts and Culture; Inclusive Economic Development; Housing and Anti-Displacement; and Mobility and Transportation. The meetings were held to learn, share resources, discuss current actions being taken, and begin thinking through strategies and actions for the Plan.

Figure 12. Screenshot of October 2021 RPT Meeting



Community Conversations

Anti-Displacement and Community Ownership

The Engagement Team hosted two online community conversations about anti-displacement strategies and community ownership models. The meetings featured a panel of individuals from community-based organizations, stakeholders, RPT members, and interested residents.

Land Use and Development

City staff held an online conversation to address questions about the City’s development process and obtain input on how the Stockton Blvd Plan could address land use or development refinements. City staff provided an overview of the Stockton Blvd Plan, existing tools that regulate land use, and explained how the City reviews development applications. Attendees and City staff discussed types of land uses the community would like to see more of on the corridor, how the City can partner with the community to guide future development, and City staff answered questions about the development process.

Stockton Blvd Plan: Connect, Reflect, Affect Community Workshop

The Engagement Team and RPT members hosted a virtual workshop for the community to help inform people about the Stockton Blvd Plan but primarily to gather context from the community to help guide the Plan development. The workshop focused on connecting with representatives and residents from the community, reflecting on connections to the existing community, and understanding their vision for the future of the corridor. After the event, visioning responses were organized into six themes: 1) Placemaking, Arts & Culture, 2) Mobility & Transportation, 3) Environment & Public Health, 4) Inclusive Economic Development, 5) Housing & Anti-Displacement, and 6) Other and Multi-issue.

Community Events to Prioritize Strategies

The Engagement Team held a series of six community pop-up events. The goal of the pop-up events was to share the draft strategies for the five key topic areas (Environment and Public Health; Placemaking, Arts and Culture; Inclusive Economic Development; Housing and Anti-Displacement; and, Mobility and Transportation) and gather feedback on community member priorities. Large format boards were available for participants to use dot-voting to vote for their top three strategies per board. Additionally, the content was translated into Spanish, Mandarin, Cantonese, and Vietnamese for multilingual community members to read through and circle their top three priority strategies.



Pop-Up at the Colonial Heights Library.



Pop-Up at the Greenway Mutual Housing Apartments

A total of 110 community members participated in the events, including 7 Spanish-speakers, 9 Mandarin-speakers, 9 Cantonese-speakers, 6 Vietnamese-speakers, and 3 Hmong-speakers. Additionally, two ASL interpreters were provided at the Celebrate Stockton event.

- Community pop-up at the Colonial Heights Library on Saturday, September 11th from 10am-1:00pm
- Multilingual Night at Will C. Wood Middle School on Wednesday, September 22nd from 5:30-7:00pm
 - Spanish, Cantonese, Mandarin, Vietnamese, and Hmong interpretation were provided.
- Movie Night and Community BBQ at Greenway Mutual Housing Apartments on Thursday, September 23rd from 6:00-7:30pm
- Community pop-up at Lemon Hill Mutual Housing Apartments on Thursday, October 21st from 5:30-6:30pm
 - Vietnamese, Mandarin, Cantonese, and Spanish interpretation were provided.
- Celebrate Stockton community event at the Colonial Heights Library on Saturday, October 23rd from 10am-1:00pm
 - Hmong and ASL interpretation were provided.
- Multilingual Harvest Festival on Thursday, October 29th from 5:30-7:30pm
 - Spanish, Cantonese, Vietnamese, and Hmong interpretation were provided.



Pop-Up at Lemon Hill Mutual Housing Apartments

Multilingual Outreach

Multilingual outreach focused on providing interpreters at dedicated multilingual events. An effective strategy for in-person multilingual engagement was to have tables for each language and translated handouts of the strategy boards so that interpreters could guide participants through the prioritization process and help translate any questions that came up. Additional recommended outreach strategies for reaching multilingual populations included:

- Flyering at local supermarkets (such as La Superior and Vinh Phat)
- Flyering at community centers (such as La Familia and Asian Resources)
- Sharing printed strategy handouts with community partners to distribute and collect as paper versions of the online survey
- Sharing event information with Vietnamese magazines (such as Mo Magazine and Lang-Books Magazine)
- Hosting virtual meetings with Vietnamese business owners (coordinating with cPALs)



Multilingual Night at Will C. Wood Middle School

Multilingual Harvest Festival at the Fruitridge Community Collaborative

3.5. Community Planning Priorities

The following community planning priorities were identified by Stockton Blvd residents and stakeholders over a series of community engagement sessions identified throughout this chapter. The key themes are as follows:

-  Housing and Anti-Displacement
-  Placemaking, Arts, & Culture
-  Mobility & Transportation
-  Environment & Public Health
-  Inclusive Economic Development
-  Other / Multi-Issue

Housing and Anti-Displacement

Although there are new investments and development projects bringing along new opportunities, gentrification and displacement are a critical concern for existing residents, specifically tenants. Members of the community expressed their desire on focusing on housing and anti-displacement priorities to help reduce displacement. Some of the priorities that received repeated community support included increase in multi-family affordable housing, developing a set of anti-displacement values, and new programs to support tenants and new homebuyers. In addition, other priorities that were voiced included reducing fees for developers seeking to create affordable housing, converting vacant lots into new housing projects, and creating community land trusts to ensure affordability for generations to come.

Addressed in Chapter 1: Introduction and Vision, Chapter 5: Housing and Anti-Displacement, the 2021-2029 Housing Element, and the 2021 Comprehensive Siting Plan to Address Homelessness.

Placemaking, Arts, & Culture

With Stockton Boulevard being a home to a diverse group of people, it is important to curate spaces for community to gather. Amenities the community would like to see throughout Stockton Boulevard include more community centers, spaces for outdoor events such as festivals and night markets, community gardens, dog parks and affordable farmers markets. In addition, they would like to see more murals, better façades for businesses along the corridor, and more gathering spaces. In addition, they would like to see additional signage that markets Little Saigon as a cultural district.

Addressed in Chapter 6: Placemaking, Arts, and Culture, and Office of Arts and Cultures programs.

 **Mobility & Transportation**

Residents of the Stockton Blvd area expressed their desire for safer mobility and transportation planning priorities along Stockton Boulevard. The need to create a safer walkable and bikeable experience was eminent thought out the community engagement discussions. Residents would like to see additional walkable areas and more safety infrastructure, such as zebra pedestrian cross walks with buttons, sidewalks to be able to visit the local businesses safely and trees for shade. In addition, they would also like to see protected bike lanes for cyclists. Other suggestions residents had included EV buses or trolleys, additional parking, and slower traffic to reduce accidents.

Addressed in Chapter 10: Mobility and Transportation, and Public Works programs.

 **Environment & Public Health**

The relationship between the environment and its people promotes their well-being. Therefore, the environment must be vibrant and taken care of. Community members identified the need for more green space throughout Stockton Blvd, an increase in safety, places to gather, and the need of food recovery/security programs. Adding additional trees would have several benefits, as mentioned throughout several community engagement sessions. Some of these benefits include cooler walks and bike rides in the hot summer, slowing down traffic if placed strategically, and creating an overall more pleasant view. Adding more lighting and activities to activate areas, and the creation of neighborhood watch groups were also priorities identified by the community members to increase safety in the neighborhood. Food insecurity is an issue in the area that could be combated with food recovery programs. In addition, priorities identified to increase public health include alternative health care options and provide direct support to those experiencing homeless in Stockton Boulevard.

Addressed in Chapter 8: Environment and Public Health, Public Works programs, and Community Response programs. Health care is not addressed by the City.

 **Inclusive Economic Development**

The current businesses on Stockton Boulevard are reflective of the various cultures that are present in the area. Community members voiced their appreciation for the diverse, family-oriented local businesses that serve their community. Therefore, they expressed the immediate need for programs to support the existing businesses to ensure their health, prosperity, and retention. In addition, community members posed ideas for the many vacant lots that currently serve no purpose. Suggestions for the vacant lots include bringing in local small businesses such as a café and urban farm.

Addressed in Chapter 7: Inclusive Economic Development, and Office of Innovation and Economic Development (OIED) programs.

The economic health of Stockton Blvd residents includes preparing residents for better jobs. Therefore, residents determined workforce priorities to support the advancement of residents. Community members identified the need for job training, placement continuing education programs, as well as the expansion of resources to support and counsel those navigating the programs. Stockton Blvd residents also voiced the need to create youth centered workforce development programs, some who could be tied to community outreach to create awareness of resources and programs. To complement working residents, the community members also identified affordable childcare as a planning priority.

 **Other / Multi-Issue**

Other planning priorities identified by the community residents is the need for cross collaboration with county and CBOs. Residents of Stockton Boulevard desire a safer overall environment with open dining, infrastructure improvements, and supportive land uses.

Addressed in Chapter 11: Infrastructure, the 2040 General Plan, Utilities programs, and Capitol Improvement Projects (CIP).

Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

4

Land Use and Community Character

Goal LU-1: *Vibrant corridor with thriving commercial and housing for all income levels.*

Goal LU-2: *Amenity rich community with parks, open space, and activities.*

4.1. Introduction

Stockton Boulevard is poised for new development in the coming years and the Specific Plan Area has the potential to become a strong and vital corridor reminiscent of its past history as a community main street and streetcar corridor. Anchoring the new development is Aggie Square at the UC Davis Medical Center and the demand for associated business and housing that will follow. Recognizing that with development comes risks of gentrification and displacement, the Specific Plan has been coupled with a Neighborhood Action Plan to ensure equitable community planning and inclusive economic development is at the core of the Specific Plan and its implementation.

The Specific Plan has the opportunity to support revitalization as growth along Stockton Boulevard occurs. The framework to guide land use and urban form along the Stockton Boulevard corridor relies on established Citywide planning documents, including the City's 2040 General Plan Update, Citywide Design Guidelines, and Citywide Infill Housing Design Standards.



This Plan supports infill development to create a vibrant corridor with thriving commercial and housing for all.

4.2. Assets and Challenges

Existing Land Uses

Today, the Stockton Boulevard Corridor is primarily made up of commercial uses, at over 42 percent of the land area. Nearly 15 percent of the land area includes office uses; 13 percent is vacant; and only 8 percent of the land is residential; 7 percent is industrial; 7 percent is care/health uses; and other uses, including church/welfare, public/utilities, recreational, and miscellaneous uses account for the remaining 8 percent of land area. Existing land uses are shown in Figure 13 and a summary of the area of each type of land uses is included in Table 3.

Table 3. Summary of Existing Land Uses, 2022

EXISTING LAND USE	ACREAGE	PERCENT
Care/Health	24.01	6.8%
Church/Welfare	10.86	3.1%
Industrial	26.42	7.5%
Miscellaneous	4.63	1.3%
Office	52.13	14.8%
Public/Utilities	10.18	2.9%
Recreational	3.16	0.9%
Residential	28.28	8.0%
Retail/Commercial	148.71	42.1%
Vacant	44.63	12.6%
Total	353.01	100.0%

Source: Sacramento County Assessor Parcel Data, 2022.



Commercial uses account for over 42 percent of the land along the Stockton Boulevard corridor.

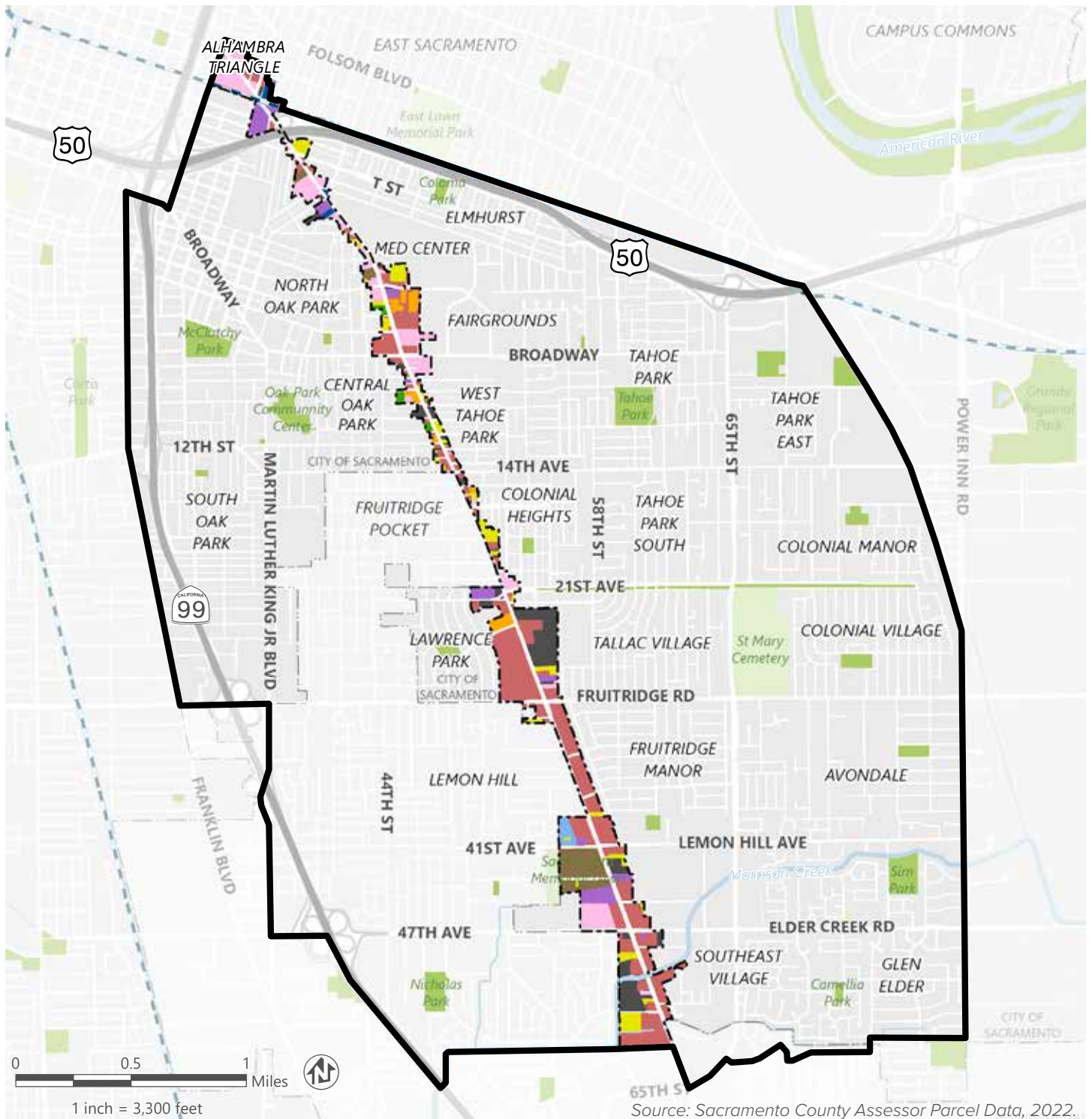


Residential uses, such as this affordable housing complex, account for only 8 percent of the land on the corridor.



Office uses account for nearly 15 percent of the land on the corridor.

Figure 13. Existing Land Uses



- | | | | |
|----------------|-------------------|-----------------|-------------------------|
| Care/Health | Public/Utilities | Light Rail Line | Parks |
| Church/Welfare | Recreational | Rail Line | Sacramento City Limits |
| Industrial | Residential | Freeways | Neighborhood Study Area |
| Miscellaneous | Retail/Commercial | Ramps | Specific Plan Area |
| Office | Vacant | Streams/Creeks | |

Activity Nodes

Figure 14 identifies existing activity nodes along the Stockton Boulevard corridor. Areas of greatest activity include the UC Davis Medical Center, shopping locations, and school access routes. Future activity nodes include places where many people may live, work, or shop in the future, such as community spaces, and recent and approved developments.



UC Davis is a major activity node on the northern end of the corridor.



Little Saigon is a major activity node on the southern end of the corridor.

Vacant and Underutilized Sites

With over 22 acres of vacant sites and many underutilized parcels, opportunities along the corridor vary from reuse and infill of vacant buildings and storefronts, development of paved lots and parking lots, to creation of community spaces, neighborhood parks, and streetscape and infrastructure improvements. Figure 15 identifies opportunity sites within the Specific Plan Area.

Figure 14. Activity Nodes on Stockton Blvd

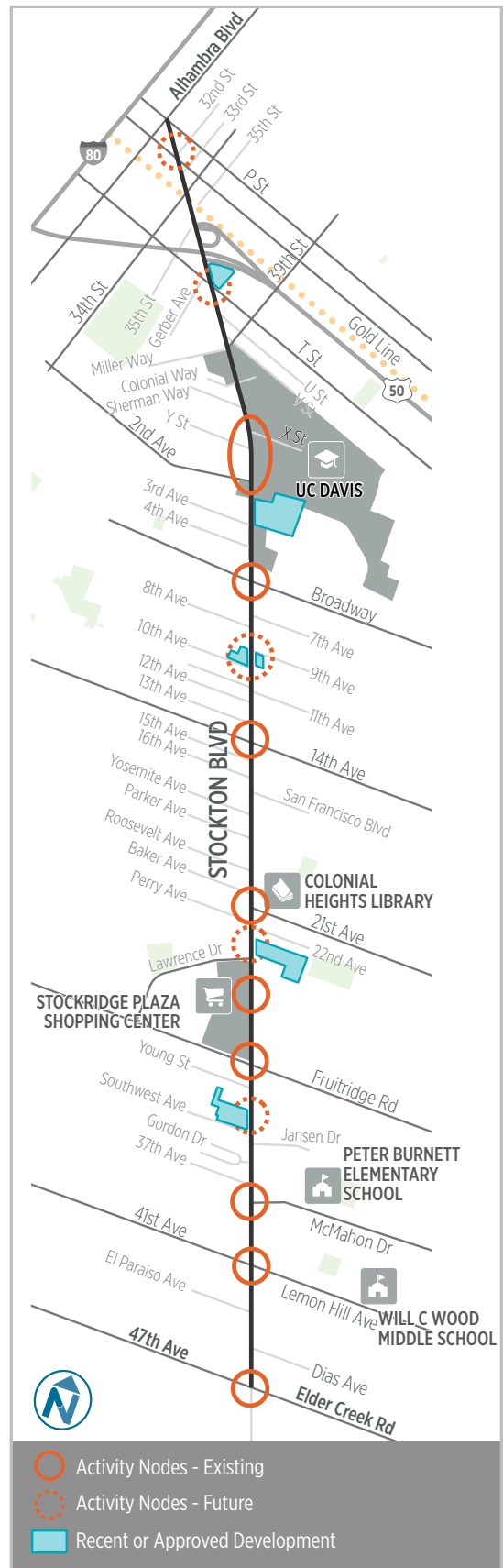
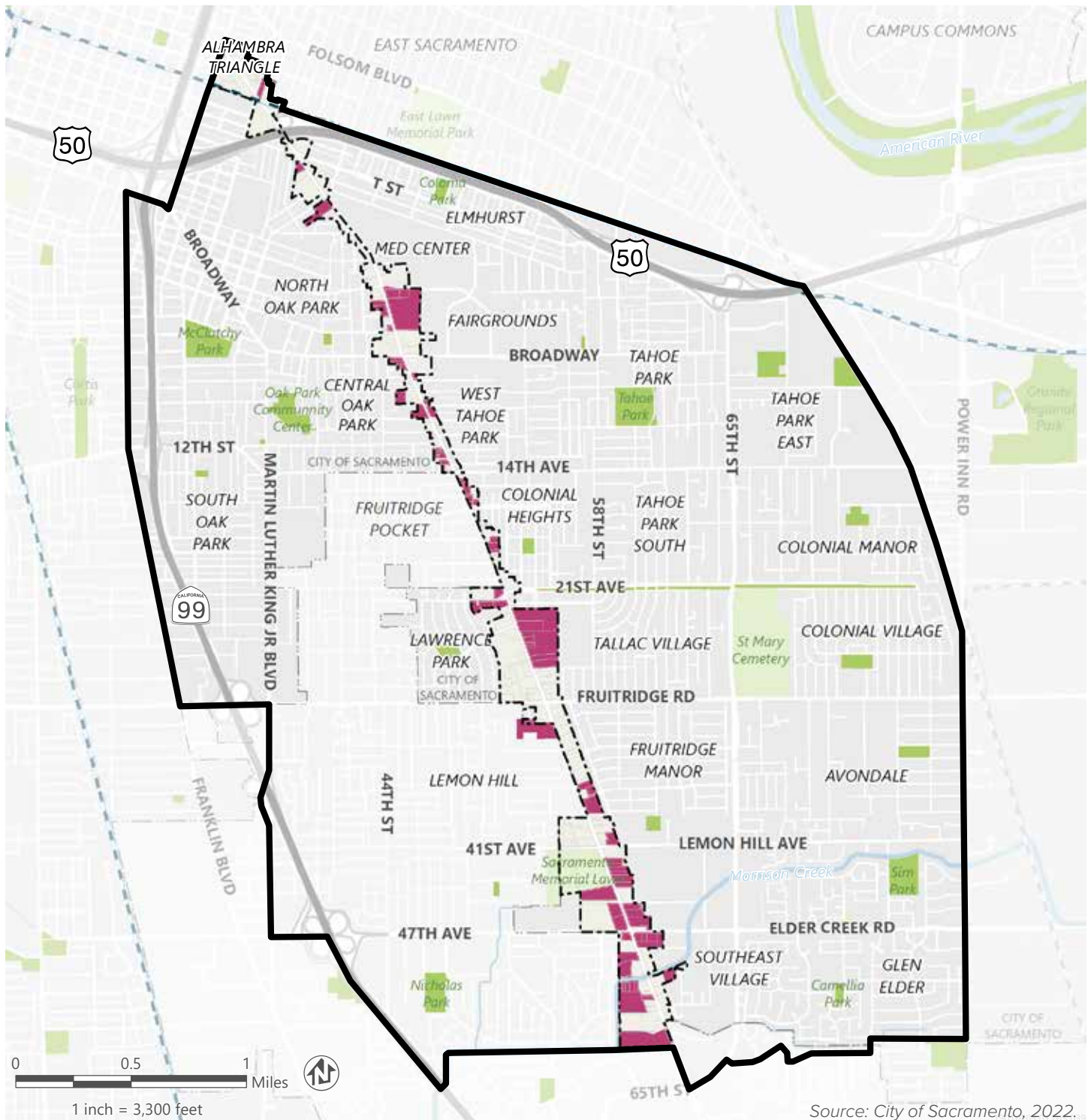


Figure 15. Opportunity Areas



Source: City of Sacramento, 2022.

- Opportunity Sites
- Light Rail Line
- Rail Line
- Freeways
- Ramps
- Streams/Creeks
- Parks
- Sacramento City Limits
- Neighborhood Study Area
- Specific Plan Area
- Specific Plan Area Parcels

Anticipated Development Projects

Stockton Boulevard is ripe with development opportunities. In addition to the \$1 billion Aggie Square Innovation Campus at UC Davis, there are several housing developments approved and in the pipeline, including nearly 400 units of affordable housing for lower-income residents.



The Aggie Square Innovation Campus will include one million square feet of research labs and commercial office space as well as 200 beds of student housing.



Mercy Housing is planning to build 200 units of affordable housing at 4995 Stockton Blvd.



The Gateway is a proposal for 229 housing units and ground floor retail on either side of Stockton Blvd at 9th and 10th Streets.



Mutual Housing California was selected by the Sacramento Housing and Redevelopment Agency (SHRA) to build affordable housing on the San Juan Motel site at 5700 Stockton Blvd.

4.3. Land Use Strategy

This section provides the regulatory framework that governs the land uses and type of development within the Specific Plan Area. The Specific Plan adopts the land uses and design standards set forth in existing City documents, including the 2040 General Plan, the City Planning and Development Code, the Citywide Design Guidelines, and the Citywide Infill Housing Design Standards.

2040 General Plan Land Uses

The 2040 General Plan establishes the land uses for the City, including the Specific Plan Area, along with a framework of policies that guide design and urban form. The 2040 General Plan establishes 10 land use designations, applicable citywide. The Specific Plan references the General Plan’s land uses and associated building intensity standards. General Plan land uses applicable to the Specific Plan Area are shown in Figure 16 and include Residential Mixed-Use and Public.

General Plan land uses applicable to the Neighborhood Study Area include Neighborhood Residential, Residential Mixed Use, Public/Quasi-Public, and Parks and Recreation.

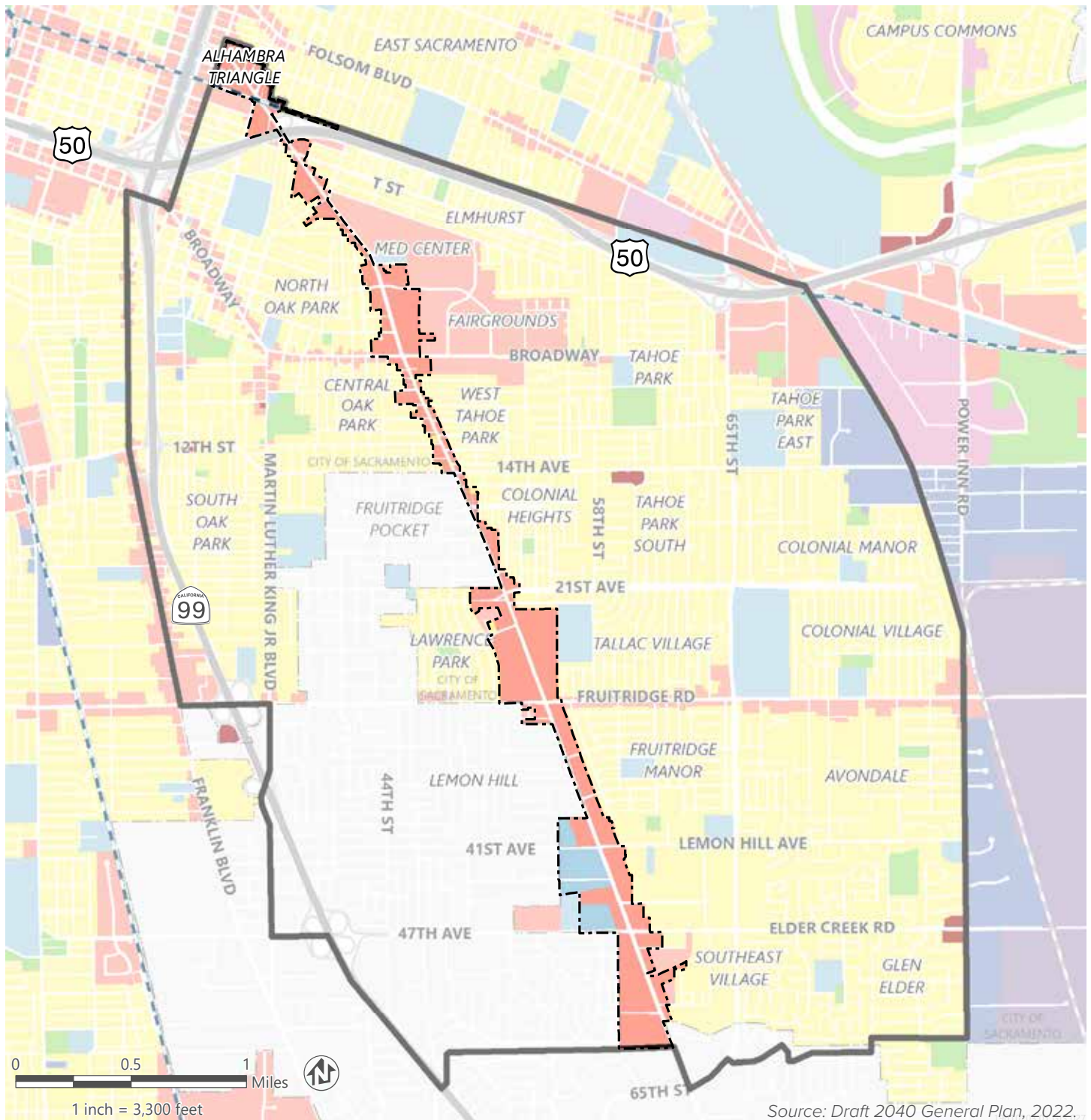
A description of each of the land use designations and the type of land uses allowed within each designation follows in Table 4. Refer to the 2040 General Plan for the complete list of allowed land uses.

In place of residential density, the 2040 General Plan uses Floor Area Ratio (FAR) as the regulatory standard for measuring intensity. The intent of doing this is to emphasize urban form and promote new housing production rather than the number of units in a development. FAR standards that apply to the Specific Plan Area are illustrated in Figure 17.

Table 4. General Plan Land Use Designations

LAND USE	ALLOWED USES
Residential Mixed Use	
Intended to foster vibrant, walkable residential areas mixed with commercial, office, and public uses, where daily errands can be accomplished on foot or by bicycle. These areas are located adjacent to high-quality transit in Central City and throughout Sacramento.	<p>A range of community-wide and neighborhood-serving uses, including:</p> <ul style="list-style-type: none"> • Residential • Retail, such as specialty and apparel shops, bookstores • Entertainment, such as restaurants, theaters • Personal services, such as hair and nail salons • Neighborhood services, such as dry cleaners, childcare centers • Banks and financial institutions • Medical, professional, and other general office
Public / Quasi-Public	
Intended to house community services and/or educational, cultural, administrative, and recreational facilities. Most of these areas provide a public function.	<p>Public/quasi-public uses include:</p> <ul style="list-style-type: none"> • Government buildings • Public and private schools and colleges • Hospitals • Cemeteries • Airports and transportation facilities • Utilities

Figure 16. 2040 General Plan Land Uses (Draft)

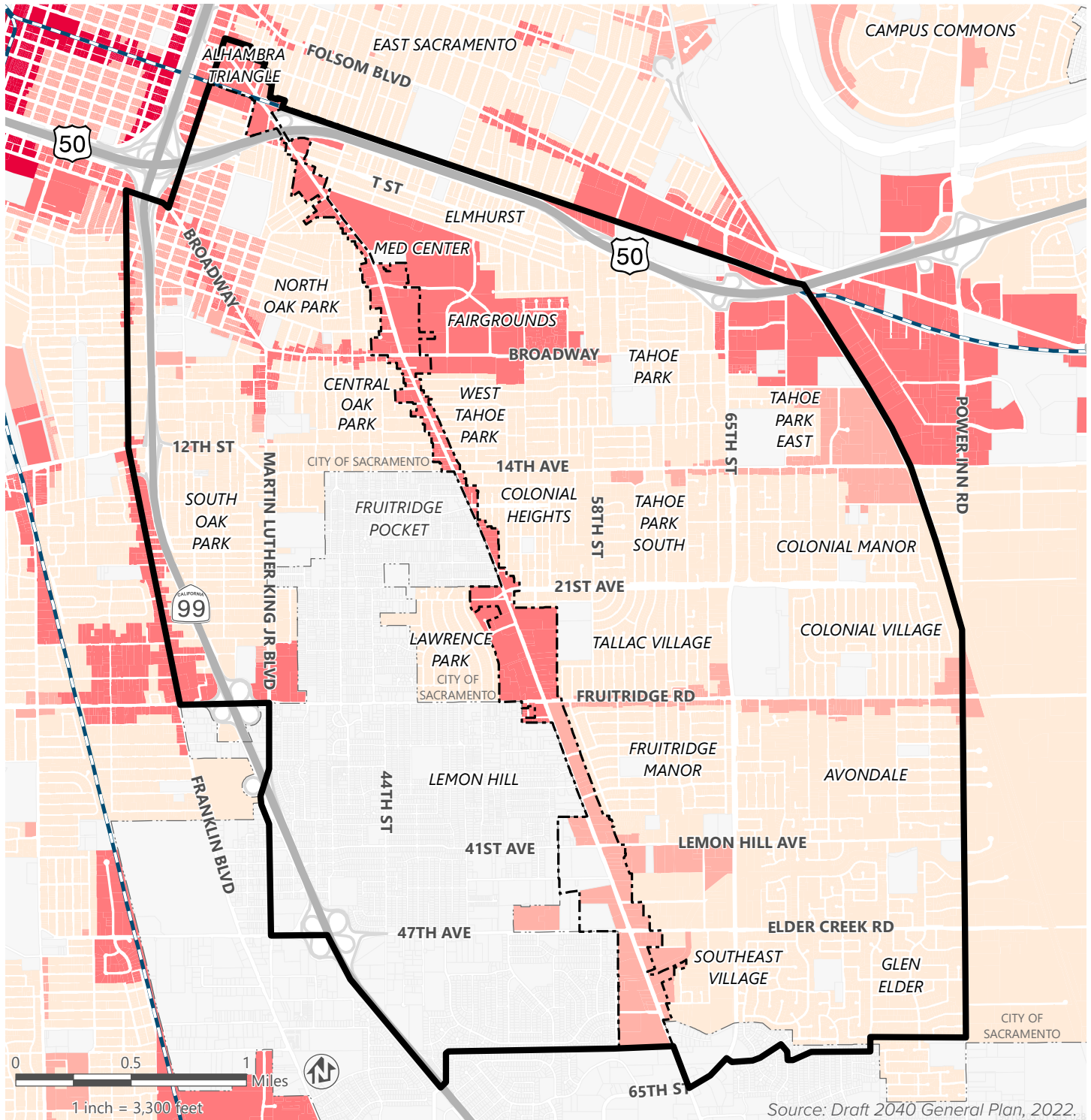


Source: Draft 2040 General Plan, 2022.

- | | | | |
|---|--|---|--|
| Neighborhood | Industrial Mixed Use | Light Rail Line | Sacramento City Limits |
| Residential Mixed Use | Public/Quasi-Public | Rail Line | Neighborhood Study Area |
| Office Mixed Use | Parks and Recreation | Freeways | Specific Plan Area |
| Commercial Mixed Use | Open Space | Ramps | |
| Employment Mixed Use | | | |

Note: This Figure represents the Draft 2040 General Plan Land Use Map published December 2021. The map has not yet been finalized and is subject to change until the 2040 General Plan is adopted.

Figure 17. 2040 General Plan Maximum Floor Area Ratio (FAR) (Draft)



Source: Draft 2040 General Plan, 2022.

<u>Maximum Allowed FARs</u>		Light Rail Line	Sacramento City Limits
1.0	6.0	Rail Line	Neighborhood Study Area
2.0	8.0	Freeways	Specific Plan Area
4.0	N/A FAR	Ramps	

Note: This Figure represents the Draft 2040 General Plan Land Use Map published December 2021. The map has not yet been finalized and is subject to change until the 2040 General Plan is adopted.

Future Buildout

Table 5 shows the buildout analysis for the Specific Plan Area by subarea of the corridor. The subareas are shown in Figure 18. This buildout provides an estimate of future development potential allowed under the General Plan and is used for streamlining purposes and to analyze infrastructure needs in the Specific Plan Area.

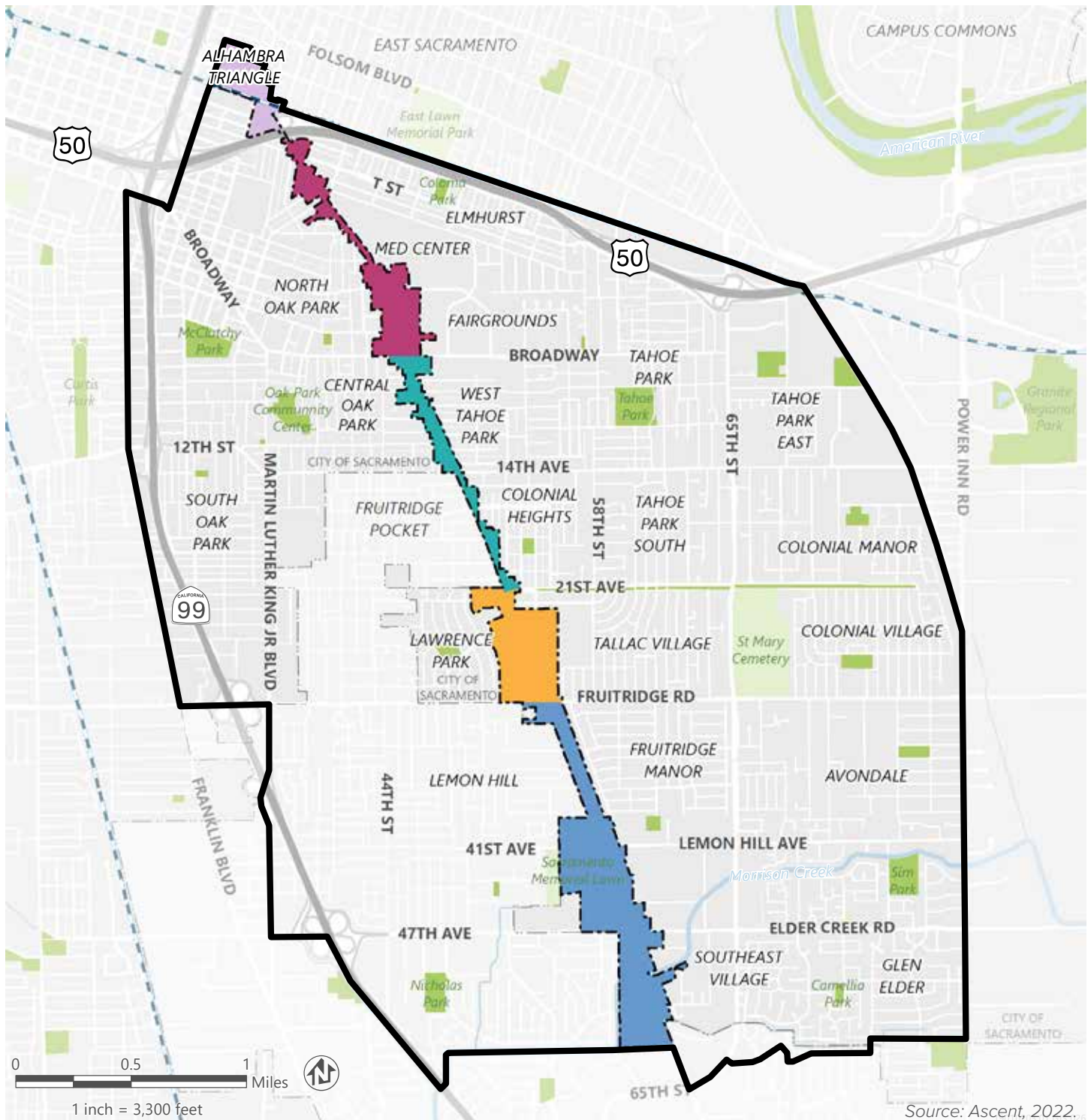
Table 5. Specific Plan Buildout

Corridor Subarea	Acres	Estimated Housing Units	Estimated Commercial Square Footage
Entry to Midtown	1.17	9	22,353
Medical Center Campus	13.34	577	15,025
Traditional Neighborhood Commercial Storefronts	10.03	767	39,425
Community Commercial Center	27.08	1,143	148,627
Little Saigon	56.85	1,582	146,686
Total*	108.47	4,077	372,116

Source: Sacramento County Assessor Parcel Data, 2022.

Note: Total buildout numbers include list of projects that are in the pipeline to be developed, as of December 2021.

Figure 18. Corridor Subareas



Source: Ascent, 2022.

- | | | |
|--|-----------------|-------------------------|
| Entry to Midtown | Light Rail Line | Parks |
| Medical Center Campus | Rail Line | Sacramento City Limits |
| Traditional Neighborhoods Commercial Storefronts | Freeways | Neighborhood Study Area |
| Community Commercial Center | Ramps | Specific Plan Area |
| Little Saigon | Streams/Creeks | |

4.4. Existing Policies, Plans, and Programs

2040 General Plan

The 2040 General Plan Land Use Map and map of Maximum Allowable FAR will be used to guide development approvals as projects are proposed. The policies in the General Plan seek to promote mixed-use development along Stockton Boulevard and incentivize multi-unit housing and employment generating infill development on vacant and infill sites, such as large surface parking lots.

Fruitridge-Broadway Community Plan

The Fruitridge-Broadway Community Plan - a chapter of the 2040 General Plan - contains policies that address issues specific to the Fruitridge Broadway Area, which encompasses the Stockton Blvd Plan Area. Policies encourage transit supportive uses, revitalization of Stockton Boulevard, and the relocation of non-conforming light-industrial uses from Stockton Boulevard.

City Planning and Development Code

The City of Sacramento Planning and Development Code (Code) establishes the zoning regulations that implement the General Plan. The Specific Plan relies on the Code to dictate how land can be used, how much development can occur on a given parcel of land, and what other physical controls for development must be considered (e.g., setbacks, height, and lot coverage). The zoning code regulations, outlined in Title 17 of the Code, shall govern the Specific Plan Area.

Broadway-Stockton Special Planning District

The Specific Plan Area generally falls within the Broadway-Stockton Special Planning District (SPD). The SPD, adopted as Chapter 17.404 of the Planning and Development Code, contains a list of prohibited uses that are considered incompatible with residential neighborhoods or that contribute to visual or economic blight:

- Auto—sales, storage, rental.
- Bar, nightclub.
- Transit vehicle—service, repair, storage.
- Check-cashing center.
- Alcoholic beverage sales, off-premises consumption (15,000 square feet or less of gross floor area).
- Towing service; vehicle storage yard.
- Mini storage; locker building.
- Auto—service, repair.

Citywide Design Guidelines

Citywide Design Guidelines (Guidelines) apply for areas of the city that are not part of a Design Review District, including the Specific Plan Area. The Guidelines provide design principles and guidelines for residential, commercial, industrial, and business park uses, to create consistency in the design review process while allowing for variety and innovation. Projects in the Specific Plan Area will be reviewed for compliance with the design principles identified in the Citywide Design Guidelines.

Citywide Infill Housing Design Standards

The Citywide Infill Housing Design Standards provide objective design review standards for housing projects of two or more dwelling units, residential only projects, or mixed-use development where the residential use constitutes at least 2/3 of the total gross building area.



4.5. Land Use Policies

- 1. Fill in Urban Fabric.** Encourage the consolidation of existing commercial development towards major intersections and encourage new housing developments above commercial and between intersections.
- 2. Activate Vacant Storefronts.** Incentivize improvements and activities for vacant retail and commercial spaces along Stockton Boulevard to increase the vibrancy of the corridor.
- 3. Encourage Development that Supports Mobility Options and Provides other Benefits.** Encourage development that supports options (walking, biking, transit), provides for community gathering spaces, etc.
- 4. Community Spaces.** Encourage affordable spaces for arts, nonprofit organizations, and other community-based organizations as part of new development or adaptive reuse of existing buildings.
- 5. Neighborhood Meeting on Development Proposals.** Project applicants proposing new development projects within the Specific Plan Area that are greater than 10,000 square feet will be required to host a neighborhood meeting prior to the applicant submitting a formal development application to the City. The neighborhood meeting will provide an opportunity for people who live in the surrounding neighborhood to learn about the project and have an opportunity to provide constructive feedback at the early stages of the project.

Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

5

Housing and Anti-Displacement

Goal H-1: Long-term and newer residents, including members of the local workforce, have adequate resources (including economic opportunity) to afford to live in and maintain high-quality housing in the Stockton Blvd area.

5.1. Introduction

Many of the neighborhoods surrounding Stockton Boulevard have remained relatively affordable compared to other Sacramento neighborhoods, providing homes for lower-income households, many of whom are communities of color and immigrant households. However, as the housing market continues to tighten within the Sacramento region and as Aggie Square – the \$1.1 billion state-of-the-art hub for research, innovation and education near the UC Davis Med Center – attracts new investment in the area, the neighborhoods surrounding Stockton Boulevard have begun feeling the pressures of increasing housing costs. The COVID-19 pandemic has exacerbated the housing crisis, leaving many more residents at risk of displacement and homelessness.

5.2. Existing Policies, Plans, and Programs

2040 General Plan

The Land Use, Placemaking, and Economic Development Element of the 2040 General Plan contains policies and actions that promote the development of a wider variety of more affordable housing types, co-locating community benefits with new infill development projects, and incentivizing development projects to go above and beyond in providing inclusionary housing choices.

2021-2029 Housing Element

The Housing Element contains numerous policies and programs addressing homelessness, ensuring affordable housing choices for people of all ages and income levels, and preventing displacement, which are important community priorities.

2021 Comprehensive Siting Plan to Address Homelessness

In August 2021 the City Council adopted the Comprehensive Siting Plan to Address Homelessness. The plan identifies 20 properties, 15 of them publicly owned, as priority sites for transitional housing, congregate shelters, tiny home communities, safe parking, and safe ground. Each of the temporary housing options are intended to offer services designed to help people find permanent housing and exit homelessness.

Community Benefits Partnership Agreement

The Aggie Square Innovation Campus – a \$1 billion project located along Stockton Boulevard near the UC Davis Medical Center – is a public-private partnership between UC Davis, Wexford Science and Technology, and the City of Sacramento. The project will expand the UC Davis Sacramento campus, creating a state-of-the-art hub for research, innovation, and education. Plans include one million square feet of space for research labs, commercial office space, and at least 200 beds of student housing.

In April 2020, the City entered into a Community Benefits Partnership Agreement (CBPA) with UC Davis and Wexford Science and Technology to address gentrification and displacement concerns in the surrounding neighborhoods raised by residents and community activists. The agreement requires a minimum of \$50 million to be provided for affordable housing development and programming along the Stockton Boulevard corridor.

Beyond these commitments, an ongoing Aggie Square community fund will be used to address neighborhood priorities that residents will help to decide. An initial survey was conducted in early 2022 to identify community priorities for use of these funds. The City will continue to work with the community to prioritize use of the funds for affordable housing and anti-displacement programs based on the community's greatest identified needs.

Additionally, City Council approved the creation of an Enhanced Infrastructure Financing District (EIFD) for Aggie Square, which will allow the City's portion of increased property taxes to pay for up to \$30 million of infrastructure improvements; 20 percent of the funds generated through the EIFD will be dedicated to building affordable housing in the surrounding neighborhood.

Tenant Protection Act

Sacramento's Tenant Protection and Relief Ordinance, adopted in 2019, provides both rent control and just cause eviction protection. The Ordinance protects most City of Sacramento residential tenants living in multifamily rental units (e.g., duplexes, apartments) against unfair rent increases and unlawful evictions. It enforces limits on annual rent increases and requires "just cause" reasons to terminate a lease. Rent increases cannot occur more than once every 12 months and cannot exceed the maximum annual rent adjustment (i.e., 5% plus the percentage of the annual increase in the cost of living adjustment, if any, but not to exceed a combined total of 10%).

Because of limitations created by State law, units built after 1995 are exempt. As part of the City's Housing Element, the City will be reviewing the effectiveness of this ordinance and considering changes to strengthen it prior to 2024.

Rental Home Inspection Program

The City's proactive Rental Home Inspection Program protects renters by requiring landlords to maintain their buildings up to code, rather than relying on complaints from tenants.

Renter's Help Line

Sacramento Self-Help Housing in conjunction with Project Sentinel operates a telephone and internet-based helpline that provides counseling, dispute resolution and fair housing services for Sacramento County residents. Project Sentinel refers some cases to Legal Services of Northern California for further support. These services are funded by the Sacramento Housing and Redevelopment Agency (SHRA) on behalf of the City and County.

211 Resource Center

2-1-1 Sacramento provides referrals to more than 1,600 community services in the Sacramento area, including: senior services, employment and training, housing information, financial assistance, children's services, food programs, health care services, and more. 2-1-1 is available 24 hours a day, seven days a week and can provide assistance in many languages. 2-1-1 or (916) 498-1000.

First-time Homebuyer Assistance Programs

SHRA offers a variety of programs and resources to help eligible low-income buyers realize the dream of homeownership. These include the Mortgage Credit Certificate program, the CalHome First-Time Homebuyer Mortgage Assistance Program, and several affordable home purchase opportunities.

Mixed Income Housing Ordinance

The City's Mixed Income Housing Ordinance (MIHO), adopted in 2015, requires developers or new market rate housing to pay an affordable housing impact fee. The amount of the fee depends on the location and type of residential project. Currently (2022), the City applies a reduced fee for new developments within the Housing Incentive Zone, which includes a large portion of the Stockton Blvd corridor. The City also applies a zero fee for high density housing developments. The City is currently (2022) conducting an economic feasibility study and considering amendments to the MIHO with the goal of increasing the amount of affordable housing built in the City.

Short-term Rental Limitations

In 2016 the City Council established a short-term rental permit (City Code 5.114). All operators of short-term rental property (a stay of 30 days or less) need to apply for either a short-term rental permit or a conditional use permit from Community Development. A short-term rental permit allows the applicant to rent a residential unit or part of a residential unit on a short-term basis. A short-term basis is 30 days or less to the same person. A renter who signs a contract or lease for more than 30 consecutive days is not considered short-term and this permit would not apply. (City Code 5.114)

Accessory Dwelling Units

An Accessory Dwelling Unit (ADU) is a smaller independent residential dwelling unit located on the same lot as another primary residence (e.g., single-unit home, duplex, apartment). The City of Sacramento goes beyond the basic requirements of State law and allows a total of two ADUs on one lot. The City is developing several tools to assist property owners with building ADUs on their properties, including holding workshops and disseminating information about ADUs and creating permit-ready design plans to reduce costs.

Sacramento Housing and Redevelopment Agency (SHRA)

SHRA is the local Housing Authority for both the City and County of Sacramento. SHRA owns and operates 1,508 public housing units in the City and an additional 771 in the other parts of the county. SHRA administers the Housing Choice Voucher program and other rental assistance programs in Sacramento County and serves approximately 12,900 families each month by paying housing assistance payments (HAP) to landlords on behalf of eligible participants. As part of the Housing Choice Voucher program, the tenant pays approximately 30 percent of their income towards rent and the remainder is paid by United States Department of Housing and Urban Development (HUD) funds directly to the landlord. SHRA administers over 13,000 Housing Choice Vouchers throughout Sacramento County. SHRA has also provided various forms of financing for approximately 8,600 privately owned deed restricted units in the City.

5.3. Housing and Anti-Displacement Policies

- 1. Building Generational Wealth.** Increase opportunities for building generational wealth and stability through new homeownership opportunities and other financial empowerment for those who have been historically denied access.
- 2. Initial Residency Preference for Affordable Housing.** In accordance with neighborhood anti-displacement efforts, explore options for an initial residency preference for new affordable housing units.

5.4. Neighborhood Actions

The City sought input from residents and stakeholders, including nonprofit organizations serving the community, to develop neighborhood actions to address housing needs and displacement risks in the Neighborhood Study Area. A list of the actions related to housing and anti-displacement are provided below. For more details on these neighborhood-level actions, see Chapter 12: Implementation.

Tier 1 Revitalization Priority

- 2** Homelessness Prevention Programs
- 3** Homebuying Assistance Programs
- 4** Affordable Housing Procedures
- 5** Residency Preference for Affordable Housing
- 6** Collective Ownership Working Group
- 7** Home Repair Programs
- 8** Inform and Educate on Tenants Rights
- 9** Accessory Dwelling Units

Tier 2 Revitalization Priority

- 28** Renter's Choice
- 29** Tenant Opportunity to Purchase Act
- 30** Collective Ownership Pilot Program
- 31** Philanthropic Support for Affordable Housing

Tier 3 Revitalization Priority

- 54** Rental Equity Models
- 55** Homesharing
- 56** Black Homeowners Alliance
- 57** Resale Inspection Program

Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

6

Placemaking, Arts, and Culture

Goal P-1: Diverse voices and cultures are celebrated and flourish through a variety of forms of expression.

6.1. Introduction

Placemaking, or the act of creating coherent and memorable activated spaces in the city context, involves examining our environments that we move through on our daily excursions. To paraphrase participants from the community engagement that preceded this planning effort, placemaking involves interpreting physical, cultural, and social history; building and natural landscape preservation; celebration of art and music in many formats; provision of safe places to walk and gather; and is welcoming to everyone. Placemaking is an integral part of the design and activation of public spaces, and an opportunity to celebrate the past, present, and future identity of a key Sacramento corridor and its adjacent multi-cultural neighborhoods. Placemaking done well expresses cultural awareness and signifies pride of ownership through local building and business owners, a vibrant art and music scene curated by local artists, and regular community events reflecting the many diverse populations of Stockton Boulevard. All of these actions when taken holistically can help offset the forces of displacement and gentrification because they provide reason and purpose for local citizens to continue investing in their neighborhoods.

6.2. Cultural Assets and Sense of Place

Stockton Boulevard represents the culture and ethnic diversity of a variety of smaller communities in South Sacramento, including Black and African Americans, Vietnamese Americans, Hispanic and Latinos, and many other cultures and ethnicities. While the corridor is made up mostly of retail establishments, there are several significant places that represent culture and neighborhood identity along Stockton Boulevard. Refer to Figure 19 for a summary of memories and favorite places from the Resident Planning Team (RPT).

Little Saigon

The two-mile stretch of South Asian businesses on Stockton Boulevard began as a landing place for Vietnamese immigrants fleeing war in the 1970s and '80s. Now, the thriving retail district includes restaurants, coffee shops, nail and hair salons, bakeries, and markets specializing in goods and services from throughout Asia—Vietnam, China, India, Cambodia, Philippines, Korea—the largest portions being Vietnam.

Colonial Theatre

The Colonial Theatre, located on Stockton Boulevard between 10th and 11th Avenue in Central Oak Park, opened in 1940 as a movie theater. The historic building, which is listed on the California Register, continues to operate today as a performing arts venue.

Colonial Heights Library

The Colonial Heights Library, located on Stockton Boulevard before 21st Avenue, is the only library in the Neighborhood Study Area. In addition to providing books, music, ebooks, computer access and other resources, it also serves as a multi-functional facility offering a gathering place for programs and cultural center for performances and community events.



Countless restaurants serve a wide-range of Asian specialties.



The Colonial Theatre carries on a tradition of entertainment.



The Colonial Heights Public Library includes a homework center, college and career center, and a community room for community group meetings and activities.

Figure 19. Resident Planning Team Memories and Favorite Places



Are there other favorite places missing from this list?



RPT MEMORIES AND FAVORITE PLACES ALONG STOCKTON BLVD

State Fairgrounds: “I always would win a gold fish”...“I went to Tahoe Elementary, so we used to go ride bikes over there before the DMV was there. It used to be just fields.”

Fields: “Most of the stuff that we saw, that’s there now, were all fields. We used to go and ride our bikes through the fields.”

The bus: “Taking the 51 bus to florin mall and the State Theater...That was just a social thing. I would sometimes just ride the bus to see the most people. There was always somebody on your way to Florin Mall.”

Trolley: “The old trolley car that used to go down Stockton Blvd!”

Drive-In Theater: “The drive-in theater at Fruitridge and Stockton” ...“It looks like the Drive In opened in 1950 and closed 1979.”

The Log: “There was a place at Stockton and Broadway. They called it The Log. That’s where a lot of the elders would go and sit and talk the talk. Any time you needed to find my uncle, and it was during the day, I knew where to get him”...“Mine too! The Log was the first Instagram! Like you can go and find anyone there. When you came back to Oak Park or Stockton Blvd, you went to The Log. That’s where everybody just reconnected...What had happened was. Back then, instead of putting up a cement parking barrier, they would put a log; you could only go up to the log. The log would serve as a bench. So there’d be hardly no cars, but people would be sitting along the log 40 deep. That’s where people came back into town and caught up.”

Memorial Lawn: “I have family members that are laid to rest in Memorial Lawn off of Stockton. My grandparents, my great grandmother, and my great aunt are there.”

Kennedy Estate Apartments: “When I was younger I used to go to Will C Wood, there was a candyman that lived in those apartments. We used to walk through and he would throw down candy to us. As long as we caught it, he would keep throwing it down to us. That was something to look forward to after school.”

Chan’s: “I was introduced to Stephanie’s niece at Chan’s over a working dinner”...“That’s my Dad’s old theater!”

K-Mart: “Going to KMART at Christmas as a kid...so many toys!!”...“I love when they used to serve their Icees and popcorn.”

Donner School: “It got burnt down. When I was a kid, we called it the Haunted House. We used to run through it, because it was boarded up and dilapidated...Later on, they moved Cordeon Blue in there.”

Alonzo’s: “It’s like a steakhouse, but it has more a Mexican-theme. They’re doing a development over there, so I think Mr. Alonzo or the family fought to keep the original sign up there.”

Bowling Alley: “There used to be a bowling alley over there where there’s now a Goodwill.”

Greenbriar Motel: “One of my neighbors had her honeymoon at the former Greenbriar motel back in the 60s.”

La Superior: “I love grocery shopping at La Superior Mercado on Stockton. Talk about a great deli...They always catch me with the chicken they’re cooking in the parking lot...It’s a gathering place too.”

Bobby T’s: “Bobby T’s! Bobby T’s!! You took me back Mike! You took me back”...“Flashback”...“That place had the best catfish!”

Colonial Heights Library: “It’s the only library in a wide mile radius”...“It’s a community gathering place. It was a big polling center. Many activities there beyond just checking out books.”

Long Island Ice Cream
Alonzo’s
A Toucha Class
Brown’s barber shop
Springer’s liquor store
Warner’s nightclub
Anderson’s liquor store
Sacramento Repertory Theatre
Luigi’s Pizza
H&S BBQ
Paper Plate BBQ
Austin’s

Sculptures: “There’s a beautiful sculpture at Broadway and Stockton of a mother and children...and also of a round Aztec-inspired calendar.”

Merlino’s: “Oh man, Merlino’s has the best Italian ice ever!”

6.3. Existing Plans, Policies, and Programs

2040 General Plan

The Land Use, Placemaking, and Economic Development Element of the 2040 General Plan contains policies and actions to cultivate and maintain community character by focusing resources on existing neighborhoods; improving community assets; promoting public art and festivals; fostering walkable mixed-use places with active street life; and preserving and enhancing historic, cultural, and natural resources.

Office of Arts and Culture

The City of Sacramento actively supports innovative approaches to public art, community festivals, and activities that enliven the public realm through its Office of Arts and Culture (OAC) (formerly known as the Sacramento Metropolitan Arts Commission). OAC provides funding to local artists and arts groups; promotes the arts through marketing, outreach, and education initiatives; provides resources to support and increase regional arts education activities; and serves as a community partner and resource. OAC was founded in 1977 and is the appropriate place to begin discussions on the “what and where” of public art within the City and Stockton Boulevard in particular.

Art in Public Places Program

A key signature program administered by OAC is the Art in Public Places Program (APP). Across Sacramento, over 650 works of art have been implemented through the program dating back to 1977, with more than 60 percent of the installations coming from local artists. The program is funded through a 2 percent set-aside from eligible capital improvement project budgets.

Community Murals Program

OAC also supports a Community Murals Program that in 2021 selected 39 artists to prepare 10 murals in 8 different districts across the City. Each artist team partners with neighborhood community stakeholders, including school districts, community centers, places of worship, neighborhood associations, business associations and local residents. This program is highly successful and has become a model for other cities to follow.

City of Festivals Special Event Support Program

The primary purpose of this Program, led by the City of Sacramento Convention and Cultural Services Department, is to provide support in the form of grants for special events from start-up to self-sufficiency in the Sacramento downtown. Distinction is made between ticketed and free admission special events. The event must fall within a fabric of events consistent with family-oriented themes, entertainment and/or activities, ties the river/region together, promotes the City of Sacramento, and/or engages in substantial economic benefit to the City of Sacramento as determined by the City Manager, or his designee(s).

Park Project Programming Guide

The Parks Project Programming Guide (PPPG) identifies, evaluates, ranks, and prioritizes unfunded park and recreation projects, including acquisitions, repair/ rehabilitation, development, community facility, and regional projects. A new PPPG is generally prepared every two years; the posted version will be in effect until such time as an update is completed and approved by City Council. The PPPG is a comprehensive summary of park and recreation needs in all of the City’s neighborhoods and reflects an extensive collaboration between City government and the community.

Small Public Places

Target Areas: Apply Small Public Places Policies citywide on a case-by-case basis, primarily in infill areas, transit oriented development, and park deficient neighborhoods with no large undeveloped parcels. Where larger plots of land are proposed for development, larger parks shall be sought to take advantage of the economy of scale in development and ongoing maintenance costs, and to provide a variety of park sizes (and amenities) within the City's park system.

Vacant Lot Registration Program

The Vacant Lot Program was created to ensure city-wide compliance of vacant lots with public health and safety standards. This will prevent blight and ensure that all vacant lots are properly maintained. This program helps to keep our neighborhoods safe and clean.

African American/Black Historic Context Statement

The City of Sacramento has been selected for an African American history grant opportunity. The City will be developing a thematic context statement and limited historic resources survey to identify significant people, cultural history, and places associated with the African American/Black experience in Sacramento from the city's early history through the recent past (approximately 1980). The project completion is anticipated in the Summer of 2023.

6.4. Placemaking, Arts, & Culture Policies

The following policies describe the overarching direction to strive for and achieve a comprehensive placemaking, art, and culture environment along Stockton Boulevard. Implementing actions that focus on physical and capital improvements to the Specific Plan Area, require a majority of City funding or staff time, or would apply to property developers are outlined in Chapter 12: Implementation. Actions that focus on non-physical requirements and are more programmatic in nature are outlined in the Placemaking, Arts, and Culture chapter of the Neighborhood Action Plan.

Placemaking

- 1. Public Spaces That Reflect Community Culture and History.** Provide accessible and active public spaces for all that are reflective of the community's diverse culture and history.
- 2. Activate and Program Public Spaces.** Promote the activation and programming of public spaces to ensure safe and enjoyable community gathering and recreational spaces with amenities for families and children, such as playgrounds, seating areas, community gardens, dog park, plazas, multi-use sports courts, community rooms, and green space.
- 3. Enhance Identity through District/Sub-district Branding.** Support unique branding for Stockton Boulevard and the sub-districts that promote the area as a destination and reinforces the unique qualities and authenticity of the community. This could include wayfinding, lighting, art, and other physical improvements.
- 4. Wayfinding.** Identify places along Stockton Boulevard that announce arrival, wayfinding, and signage for the Boulevard at-large and distinct districts as they unfold from north to south. This is especially true when arriving to Stockton Boulevard from the east/west

directions on the City’s key arterial streets. These locations demand an understanding of the Stockton context with appropriate landscape, sculptural elements, signage, and vibrancy that denote the importance of this historical corridor.

5. **Lighting.** Increase lighting along the Stockton Boulevard corridor to increase safety and create a sense of continuity and place. Encourage new developments to provide pedestrian-scale lighting consistent with the Stockton Boulevard Corridor Plan. The pedestrian scale street lighting should conform to City of Sacramento Standard Drawings E-40 or E-50 for ornamental streetlights.
6. **Walking Environment.** Provide comfort and visual interest in the Stockton Boulevard walking experience through enhancements such as unique crosswalk designs on side streets, art images on utility boxes and in the pavement, places to sit within both public and semi-public spaces, activations and installations, banners on light poles, and sculpture placed in small leftover pockets of land.
7. **Storytelling.** Collaborate on opportunities to tell the story of the history and culture of the people in the Stockton Boulevard area through art, experiences, food and cultural tours, events, and other ways to engage the senses.



Create flexible spaces for community gathering.



Retrofit corners with outdoor dining and bike parking.



Support community gardens as a source of healthy food and community-building.



Create a plaza as a community anchor.



Create opportunities for community-led art projects.



Murals are an important component of placemaking.

Arts and Culture

- 1. Culturally Relevant Public Art.** Celebrate the artistic heritage of Stockton Boulevard and create opportunities for the community to participate in and lead the art-making dialogue and process.
- 2. Inclusive Arts and Cultural Offerings.** Support diversity of history, culture, and community through inclusive arts and cultural offerings accessible to non-English speaking residents, seniors, and visually and hearing-impaired populations.
- 3. Art and Music Activities.** Embrace and foster art and music opportunities as cultural activities that define the Boulevard and create community cohesion.

Historic Preservation

- 1. Preserve Historic Resources of Social or Cultural Significance.** Prioritize identifying and preserving historic resources that have social or cultural significance to the history of ethnic communities in the area, including Black and African American, Native Americans, Vietnamese, Hispanic, Hmong, Chinese, and many other racial and ethnic communities in and around the corridor.
- 2. Thematic Historic Context.** Prepare thematic historic context statements with the goal of understanding the influence of African Americans, Native Americans, Vietnamese, Hispanic, Hmong, Chinese, and other racial and ethnic communities in and around the corridor and identify and preserve the resources important to those groups.
- 3. Rehabilitation of Historic Commercial Storefronts.** Incentivize the rehabilitation of commercial storefronts to their original period to help create a sense of place along the Boulevard.
- 4. Historic Landmark and District Nomination.** Pursue the designation of eligible historic landmarks and districts for listing on the Sacramento Register to encourage their preservation and adaptive reuse in a manner consistent with the U.S. Secretary of the Interior Standards. Eligible resources include but are not limited to the Colonial Theater, the Coca Cola Bottling Plant, San Francisco Boulevard, Sacramento Fire Department Engine Company #9, and the Caltrans Equipment Headquarters.

6.5. Neighborhood Actions

The City sought input from residents and stakeholders to develop neighborhood actions to identify and enhance public spaces and other physical assets and to create new opportunities to strengthen connections within and between communities in the Neighborhood Study Area. A summary of the actions pertaining to placemaking, arts, and culture are included below. For a detailed list of these neighborhood-level actions, see Chapter 12: Implementation.

Tier 2 Revitalization Priority

- 32** Map Spaces for Community Arts and Events
- 38** Preserve Unique Community Assets
- 39** Art Reflective of Community
- 40** Vacant Lot Assets for Community Gathering Spaces
- 41** Property Maintenance and Streetscape Improvements
- 42** Cultural Nightlife
- 43** New Stockton Blvd Events
- 44** Increase Tourism to Stockton Boulevard
- 45** Enhance Little Saigon Visitor Guide

Tier 3 Revitalization Priority

- 58** Monumental-Scaled Art Installations
- 59** Wayfinding and Signage
- 60** Dedicated Cultural Zones
- 61** Preserve Culture through Storytelling
- 62** Use Signage to Enhance Placemaking

Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

7

Inclusive Economic Development

GOAL IED-1: *The local economy is strong, inclusive, equitable, and thriving because all residents are able to access jobs and other economic opportunities and businesses have access to technical assistance, capital, workforce, and other resources to survive and grow.*

7.1. Introduction

Inclusive growth has become a central focus of economic development efforts, based on an awareness that historical economic growth has not created prosperity for all. Decades of discriminatory policies and systems have resulted in unequal access to high-quality jobs and other wealth-building opportunities, rising income disparities, and declining economic mobility, which have had detrimental impacts on the well-being of many residents. The objective of inclusive economic growth is to create an equitable, prosperous, and resilient society for people of all backgrounds and incomes, particularly for those facing the greatest barriers, by broadly expanding economic opportunities and enhancing quality of life. Promoting inclusive economic growth also strengthens the local economy by improving economic competitiveness and fostering sustainable development.

Promoting **inclusive** economic growth also strengthens the entire local economy by improving economic competitiveness and fostering **sustainable** growth.

7.2. Existing Policies, Plans, and Programs

2040 General Plan

The Land Use, Placemaking, and Economic Development Element of the 2040 General Plan contains policies and actions that support neighborhood shopping center revitalization, address economic needs, promote inclusive economic growth in the City, and placemaking strategies that also contribute to economic prosperity.

Fruitridge-Broadway Community Plan

The Fruitridge-Broadway Community Plan - a chapter of the 2040 General Plan - contains policies that address issues specific to the Fruitridge Broadway Area, which encompasses the Stockton Blvd Plan Area. Economic development policies in the plan include providing financing options and economic incentives to support developments, supporting local business sponsorships, and working with Stockton Boulevard merchants and property owners to revitalize the corridor.

Community Benefits Partnership Agreement

In April 2020, the City entered into a Community Benefits Partnership Agreement (CBPA) with UC Davis and Wexford Science and Technology to address gentrification and displacement concerns in the surrounding neighborhoods raised by residents and community activists around Aggie Square. The agreement requires that at least 20 percent of the anticipated 3,500 to 5,000 new jobs at Aggie Square be filled by nearby residents and members of communities of interest for the first 10 years.

Beyond these commitments, an ongoing Aggie Square community fund will be used to address neighborhood priorities that residents will help to decide. Additionally, City Council approved the creation of an Enhanced Infrastructure Financing District (EIFD) for Aggie Square, which will allow the City's portion of increased property taxes to pay for up to \$30 million of infrastructure improvements.

City Office of Inclusive Economic Development (OIED)

The City of Sacramento, through the Office of Innovation and Economic Development (OIED), is committed to prioritizing and implementing strategies, programs, and projects that promote inclusive economic and community development throughout the City. In 2019, the City embarked on developing an Inclusive Economic Development Strategy and Action Plan that strives to inclusively grow Sacramento's economy by aligning community and economic interests. The City currently administers or engages as a partner in several inclusive economic development efforts citywide.

City Office of Inclusive Economic Development (OIED) Partnership and Resource Network

The City OIED has a referral network to assist small businesses with access to capital, workforce development, and resources to support business

creation, retention, and expansion. Businesses can also connect to existing programs such as MicroMentor, an online business mentoring program; Economic Gardening 2.0, a program that invests in local companies; and the 916 Shop Local gift card program, which benefits local businesses. The City's Customer Relationship Manager (CRM) helps track business needs and connect them to relevant resources and opportunities both in the City and through external partners.

Financial Empowerment Center

Through the Financial Empowerment Center, the City, in partnership with the Sacramento Office of International Rescue Committee, offers free professional one-on-one financial navigation and coaching for residents.

Sacramento Inclusive Economic Development Collaborative (IEDC)

The Sacramento IEDC supports multilingual small businesses with technical support and assistance. Sacramento IEDC partner organizations include local chambers of commerce, property and business improvement districts in the City, and Hacker Lab, a coworking facility and workforce incubator.

Sacramento Employment and Training Agency (SETA)

SETA connects low-income residents with job opportunities and workforce training. Currently, SETA has job centers in the Oak Park and Fruitridge Pocket subareas of the Neighborhood Study Area.

Brownfields Program

The City of Sacramento Brownfields Program assists in redevelopment planning efforts on sites that may contain environmental contamination. The program provides financial and technical assistance for brownfields revitalization, including grants for environmental assessment, cleanup, and job training.

7.3. Inclusive Economic Development Policies

- 1. Support Ethnic Diversity of Small Businesses.** Support the cultural and ethnic diversity of the businesses along the corridor by providing technical assistance to existing small business owners in maintaining and growing their businesses.
- 2. Maintain a Physical Environment Suitable for Business Stability and Growth.** Work with new developments and established businesses (including business organizations such as the Stockton Boulevard Partnership) to maintain and improve the physical environment along Stockton Boulevard.

7.4. Neighborhood Actions

Building on these citywide initiatives, the City sought input from stakeholders, including residents, businesses, and nonprofit organizations serving the community, to develop community-led actions that promote a more inclusive model of economic growth for residents and businesses in the Neighborhood Study Area. The inclusive economic development actions are listed below. For more details on the actions, see Chapter 12: Implementation.

Tier 1 Revitalization Priority

- 11** Workforce Training for Targeted Residents
- 12** Construction Workforce Training
- 13** Personal Financial Literacy
- 14** Services for Unbanked Residents
- 15** Multilingual Small Business Resources
- 16** Business Community Working Group
- 17** Retail Recruitment Marketing Strategy
- 18** Small Business Access to Capital

Tier 2 Revitalization Priority

- 33** Funding for Corridor Maintenance
- 46** Childcare Assistance
- 47** Legacy Business Program
- 48** Micro-Loan Program for Small Businesses

- 49** Neighborhood Business Incubator

Tier 3 Revitalization Priority

- 63** Local Hire Campaign
- 64** Universal Basic Income
- 65** Real Estate Investment Opportunities
- 66** Community-Owned Bank
- 67** Directory of Women and Minority-Owned Businesses
- 68** Community-Based Crowdfunding Platform
- 69** Local Bank Investment.
- 70** Equitable Broadband Access
- 71** New Little Saigon Event Hall

Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

8

Environment & Public Health

Goal E-1: *Improve the personal health and welfare of residents and to foster safe and healthy neighborhoods.*

8.1. Introduction

People's health and opportunity are shaped by multiple factors, including their environment, which includes all components of our daily lives, including the social environment. The people that live and work on and around the Stockton Boulevard corridor are disproportionately impacted and generally experience higher exposure to climate risks and pollutants, greater health impacts, and less access to services and amenities that keep people happy and healthy. The City is committed to achieving overall climate resilience, environmental justice, and better health outcomes for all residents through a number of initiatives, programs, and planning efforts, which are outlined below. The actions developed in this plan include a variety of neighborhood-level approaches that can improve the local environment and increase the livability and resilience of the Neighborhood Study Area.

Environmental justice is the fair treatment and meaningful involvement ***of all groups*** so that everyone, regardless of their identities, has the chance to live in a ***healthy environment***.

8.2. Existing Policies, Plans, and Programs



Additional policies, plans, and programs will be added to supplement this section.

Climate Action and Adaptation Plan (CAAP)

The CAAP will include strategies, measures, and actions for reducing community wide Greenhouse Gas (GHG) emissions to 40 percent below 1990 levels by 2030 and achieve carbon neutrality by 2045. To reach these climate action targets, including carbon neutrality by 2045, the CAAP will include various programs and implementation measures specific to: electrification; active transportation; green jobs and inclusive workforce; food access and urban agriculture; water conservation, urban forestry/cooling, and green infrastructure.

Assembly Bill 617

The City works with the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District) to oversee air pollution and maintain health-based air quality standards across the city.

Assembly Bill 617 (AB 617), signed in 2017 directs the California Air Resources Board (CARB) and all local air districts, including the Sac Metro Air District, to take measures to protect communities disproportionately impacted by air pollution.

There are five central components to the AB 617 mandate:

- Community-level air monitoring
- A state strategy and community specific emission reduction plans
- Accelerated review of retrofit pollution control technologies on industrial facilities subject to Cap-and-Trade
- Enhanced emission reporting requirements
- Increased penalty provisions for polluters

Additionally, CARB may direct additional grant funding to communities determined to have the highest air pollution burden.

Community Air Protection Program

As part of AB 617, local air monitoring plans and/or community emission reduction plans must be developed for underserved communities with the highest air pollution burden. In 2018, the South Sacramento-Florin community was chosen as one of the 10 statewide communities to receive additional air monitoring and community engagement efforts under the AB 617 Community Air Protection Program. The Neighborhood Study Area is identified within this high priority area.

Community Air Monitoring Plan

The Sac Metro Air District, in collaboration with the South Sacramento/Florin Steering Committee, has developed and is implementing a Community Air Monitoring Plan (CAMP) to collect local air pollution data to help address community air pollution concerns. The CAMP outlines a three phase approach to gather detailed data that will help understand community's existing levels of pollution. This air monitoring data will help inform which strategies are chosen to reduce air pollution and exposure in a given community.

City of Sacramento Community Engagement Team

The Community Engagement Team was established in 2020 and fosters inclusive civic engagement by striving to ensure that: residents are well informed about City matters, resources and opportunities; and City officials seek resident input and factor that input into decisions, programming, plans, and processes. To increase community engagement on environmental initiatives in the Neighborhood Study Area, a Volunteer Service Coordinator can be approached to help organize beautification events in the Neighborhood Study Area and promote ongoing volunteer stewardship.

8.3. Neighborhood Actions

A summary of the neighborhood-level actions related to the environment and public health are summarized below. More details on these actions can be found in Chapter 12: Implementation.

Tier 2 Revitalization Priority

- 34** Neighborhood Park
- 50** Community Resource Maintenance
- 51** Integrate Exercise Equipment in Public Spaces

Tier 3 Revitalization Priority

- 72** Neighborhood Lighting
- 73** Neighborhood Street Trees
- 74** Vacant Lot Program
- 75** Expand Community Composting Opportunities
- 76** Food Donation from Local Businesses
- 77** Healthy Food Access and Security
- 78** Air Quality Monitoring

Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

9 Community Engagement & Capacity Building

GOAL C-1: *Build social capacity, engage, and empower residents in the Neighborhood Study Area.*

9.1. Introduction

The neighborhoods in the Neighborhood Study Area are some of the most diverse and culturally rich neighborhoods in Sacramento. They are also some of the lowest-income neighborhoods in the Sacramento that have historically not benefitted from economic development efforts in the city. The actions in this plan focus on building community ownership, voice, and capacity so existing community-based organizations, neighborhood groups, and residents have the tools and support to lead the transformation of the Neighborhood Study Area.

9.2. Existing Policies, Plans, and Programs

2040 General Plan

The 2040 General Plan will include policies to engage and empower the community, including increasing participation of underserved communities, building capacity, partnering with community-based organizations and cultural brokers, and maintaining engagement over time. The plan will also include policies to guide the City to prioritize investments based on racial equity and work across departments in coordinating resources, actions, and investments aimed at increasing the quality of life and economic growth of people, businesses, and places in Sacramento's historically disenfranchised and disinvested neighborhoods.

City of Sacramento Community Engagement Team

The Community Engagement Team was established in 2020 and fosters inclusive civic engagement by striving to ensure that: residents are well informed about City matters, resources and opportunities; and City officials seek resident input and factor that input into decisions, programming, plans, and processes. Within that overarching goal, a key aim is to educate, engage, and empower historically underserved residents by: acknowledging the barriers that people of color and marginalized communities experience in accessing City government programs and services or participating in public process; recognizing diversity as both a strength and opportunity; and recognizing every project and initiative is different and therefore the approach to engagement must be different. The Community Engagement Team uses best practices to conduct meaningful outreach by eliminating cultural and language barriers with a focus on reaching the underserved.

City Manager's Academy

The City Management Academy (CMA) is a free, multi-week, instructional course that teaches participants about how the City of Sacramento functions. CMA curriculum features guest lectures from elected officials and department staff focused on topics ranging from day-to-day operations to budget development and the public policy process. To be eligible, applicants must reside in the City of Sacramento or own a business in the

City of Sacramento. Applicants must also be at least 16 years old. This program is being revamped to allow for more accessibility, address transportation and childcare needs. The CMA will offer a recorded informational component in addition to the in-person immersive multi-week program.

Planning Academy

The City of Sacramento Planning Academy is a free, eleven-class course designed to educate and engage residents and business owners about the City’s planning process and how planning shapes our community. The course objective is to provide participants knowledge, skills, and connections to encourage civic engagement in the planning process. Upon completion of the program, participants will be effective advocates in future City of Sacramento planning efforts.

9.3. Neighborhood Actions

The community engagement and capacity building actions are listed below. For more details on the actions, see Chapter 12: Implementation.

Tier 1 Revitalization Priority

- 1** Establish Neighborhood Meeting Process
- 6** Collective Ownership Working Group
- 16** Business Community Working Group
- 19** Community Ambassadors Pilot
- 20** Youth Engagement and Capacity Building
- 21** Connect Residents and Businesses to Resources
- 22** Encourage Volunteerism

- 23** Coordinated Communications and Outreach
- 24** Strengthen Capacity of Community Partners to Support Residents
- 25** Develop Residents’ Knowledge Base

Tier 2 Revitalization Priority

- 52** Reduce Barriers for Community Events

Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

10

Mobility and Transportation

Goal M-1: Investments and actions that reduce reliance on single-occupant vehicles and shift trips to active modes and high-occupancy vehicles.

Goal M-2: Interconnected, accessible neighborhoods and centers linked through a network of pedestrian, bicycle, and transit infrastructure that facilitates convenient connections.

Goal M-3: An equitable, efficient multimodal system that provides a range of viable travel choices for users of all ages, backgrounds, and abilities.

10.1. Introduction

Maintaining and enhancing multimodal mobility, operations, and safety is a top priority for the City, and many efforts have and will continue to improve conditions on Stockton Boulevard from a transportation perspective. This chapter will provide an overview of the various plans and programs to address this topic as well as the key recommendations of the Stockton Boulevard Corridor Plan (Corridor Plan).

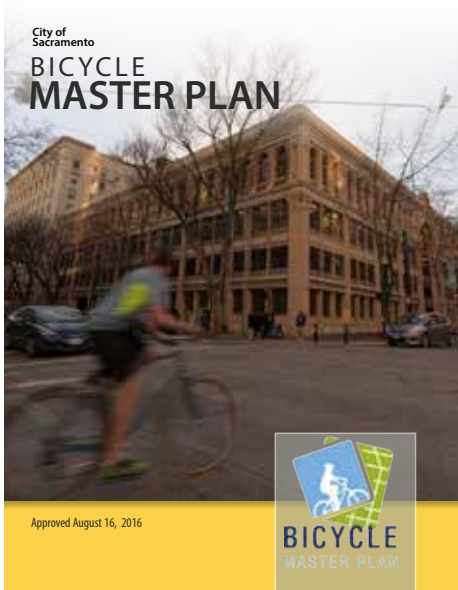
Figure 20 outlines the various active transportation and corridor planning efforts that affect the Plan Area in some way. Additionally, the Specific Plan portion of the Stockton Blvd Plan fully incorporates the Stockton Boulevard Corridor Plan (Corridor

Plan), which sets the vision for future investments on the corridor. Future efforts with the Sacramento Active Streets Plan will also provide meaningful opportunities to receive neighborhood input to enhance and improve the experience for those biking, walking, and accessing transit. Because the Active Streets Plan will identify neighborhood-level strategies for improving mobility and transportation in the Neighborhood Study Area, this Neighborhood Action Plan chapter does not contain more specific strategies. Instead, it describes the various efforts that focus on and improve Stockton Boulevard and other streets within the Neighborhood Study Area.



10.2. Existing Policies, Plans, and Programs

The following is a summary of citywide efforts affecting active transportation in the Plan Area.



City of Sacramento Bicycle Master Plan

The Bicycle Master Plan (BMP) identifies bicycle related investments, policies, programs, and strategies to establish a complete bicycle system. This will encourage more bicycling by the citizens of Sacramento for both transportation and recreation, and helping the City of Sacramento to meet greenhouse gas emission reduction targets. This BMP aims to establish a framework for an improved bicycling environment throughout the entire city by:

- Engaging underrepresented neighborhoods to inform investments in infrastructure and programs.
- Evaluating equity related to bicycle. Infrastructure investment and bicyclist age and abilities
- Identifying best practice bikeway designs that can be used to connect and expand the City's low-stress bikeway network.

The existing and proposed bikeways within the Plan Area are shown on Figure 20.

Vision Zero Top Five Corridor Study

In 2017, the City of Sacramento identified the five corridors in Sacramento with the highest numbers of fatal and serious crashes involving pedestrians, bicyclists, and motorists.

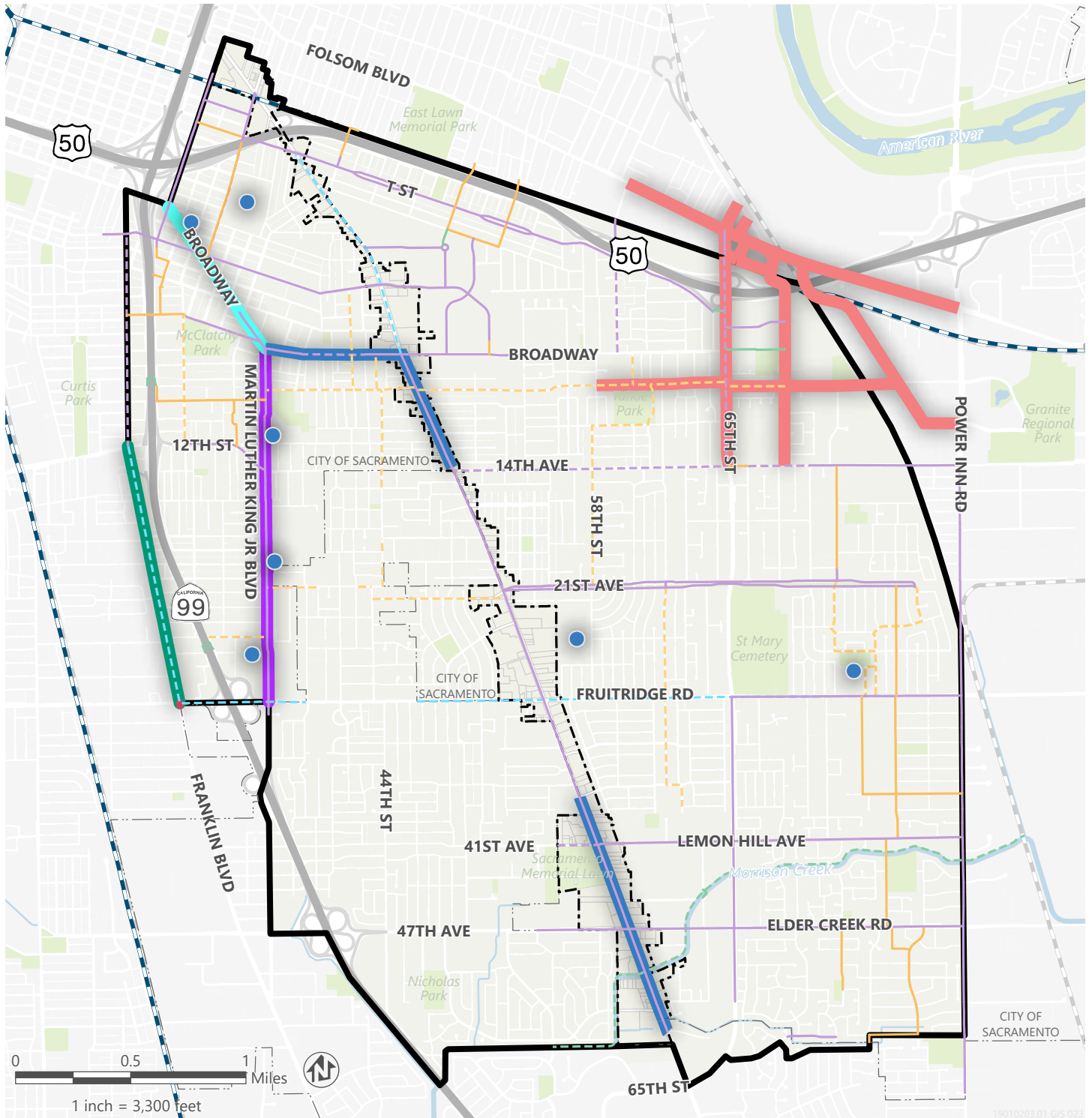
The Vision Zero Top Five Corridor Study has analyzed the factors that contribute to these corridors' high crash rates. Based on technical analysis, community input, and best practices in roadway safety and design, the study identifies improvements for each of these corridors that can be implemented in the near-term. Two of five corridors are within the Study Area (See Figure 20):

- **Broadway / Stockton Boulevard**
Martin Luther King Jr. Boulevard to 13th Avenue
- **South Stockton Boulevard**
McMahon Drive to Patterson Way

Vision Zero School Safety Study

In addition to the Vision Zero Top Five Corridors the City also completed the School Safety Study documenting conditions for students walking, bicycling, taking the bus, or being dropped off at 20 schools throughout the city. The completed study includes short-term and long-range recommendations including signing, pavement marking and traffic calming improvements. Seven of the 20 schools are within the Study Area (see Figure 20).

Figure 20. Existing and Proposed Bikeways within the Neighborhood Study Area

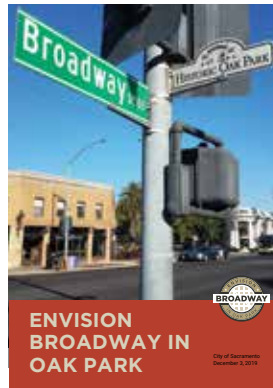


- | | | |
|---|--|--|
| <ul style="list-style-type: none"> Light Rail Line Rail Line Freeways Ramps Streams/Creeks Parks Sacramento City Limits | <p>Bicycle Master Plan</p> <ul style="list-style-type: none"> Existing Bicycle Facilities
Class 1: Shared-Use Path Class 2: Bike Lane Class 3: Bike Route Planned Bicycle Facilities Class 1: Shared-Use Path | <ul style="list-style-type: none"> Vision Zero School Safety Study Vision Zero Top 5 Corridor 65th Street Station Area Study Envision Broadway Franklin Boulevard Complete Street Master Plan Martin Luther King, Jr. Boulevard Streetscape and Urban Design Master Plan |
|---|--|--|

Corridor Plans within the Plan Area

Envision Broadway in Oak Park

The Broadway corridor in Oak Park, between Franklin Boulevard and Martin Luther King Jr. Boulevard, is home to a vibrant and diverse mix of businesses supporting retail and non-retail jobs (see Figure 20). The area also includes racially and economically diverse residents that live in a blend of housing styles. The Envision Broadway in Oak Park Complete Street Plan identified enhancements for accessibility and safety for all modes of transportation, and consider the needs of residents, businesses, and visitors. The Final Draft Envision Broadway in Oak Park Plan was approved by the Sacramento City Council on Tuesday, March 10, 2020.



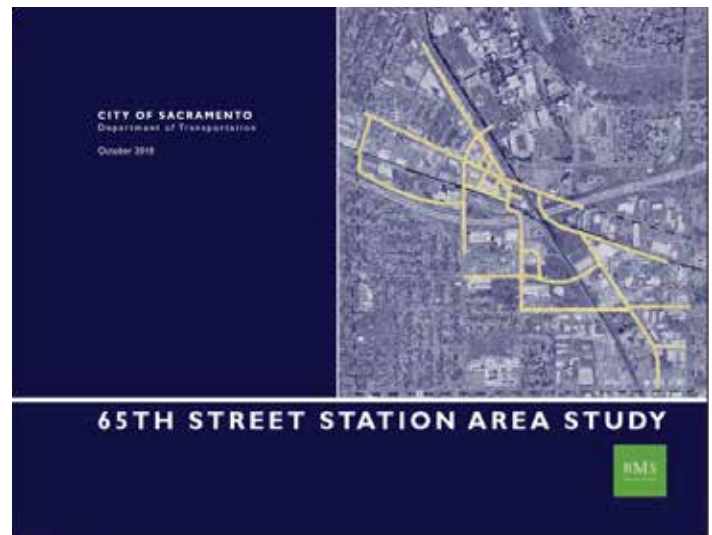
Franklin Boulevard Complete Street Project



The City of Sacramento is collaborating with a broad cross section of community members, organizations, and agency partners to develop a Complete Streets Master Plan for Franklin Boulevard between Sutterville Road/12th Avenue and 38th Avenue (see Figure 20). Once constructed the project will provide a pedestrian, bicycle, vehicular, and transit friendly environment through improved roadway and streetscape designs. The plan provides a framework for prioritizing future transportation investments and addressing mobility, safety, access, parking, street, and landscape improvements along the project corridor.

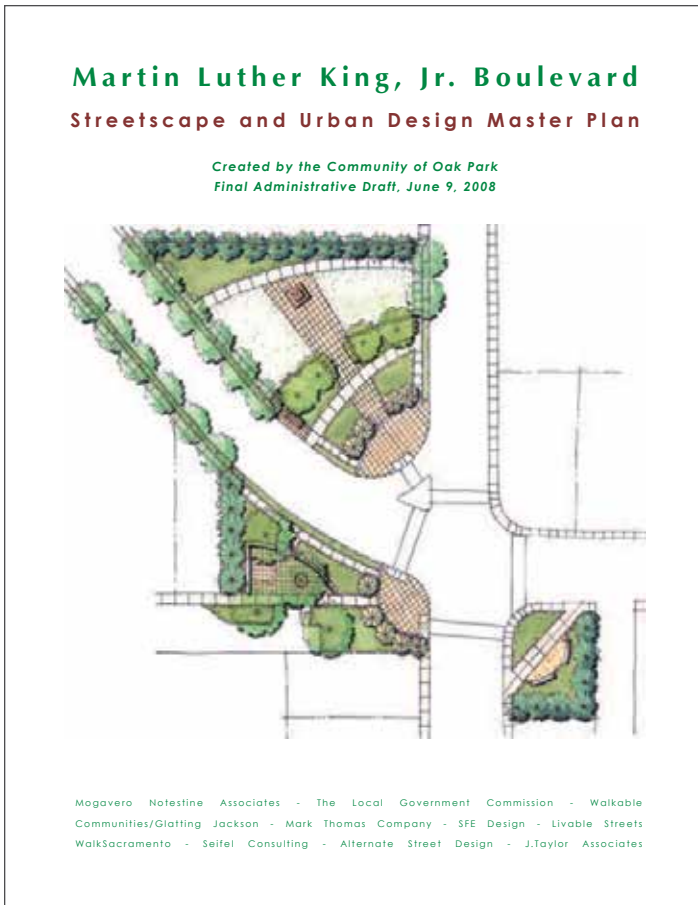
Morrison Creek Trail

The Morrison Creek Trail project, identified in the Bicycle Master Plan, was initiated by community advocates and residents surrounding the creek with technical assistance support by the State Department of Water Resources (DWR). This effort developed goals to enhance connectivity, increase community leadership opportunities, provide active transportation routes, and develop community stewardship of Morrison Creek. The community's year-long process resulted in identified goals and a strategy to collaborate with the City on funding opportunities for implementation.



65th Street Station Area Study

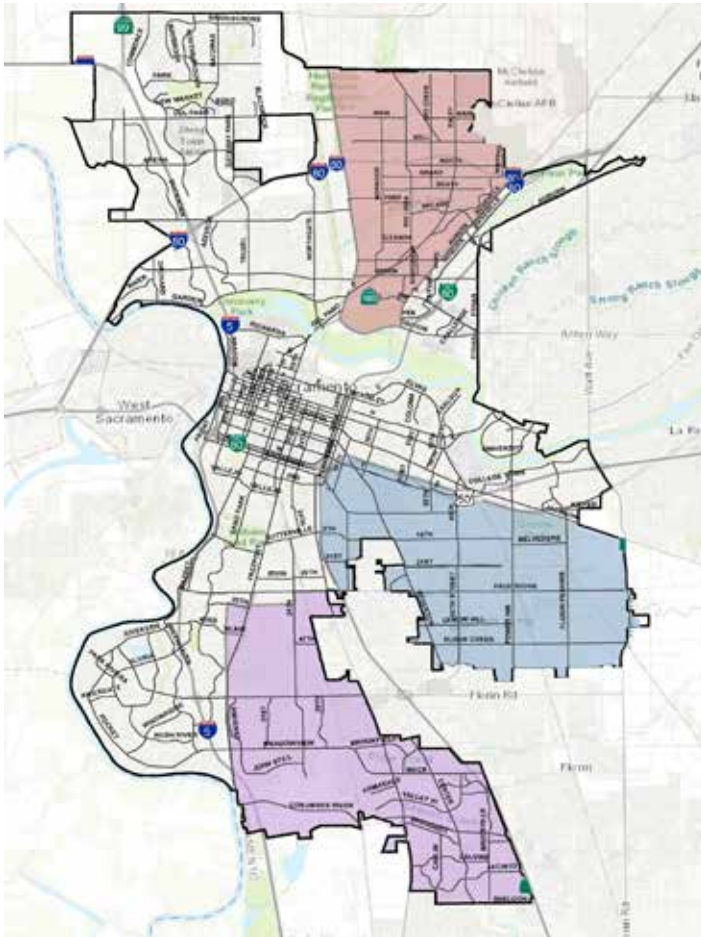
In 2010, the 65th Street Station Area Study was prepared creating an overall circulation network with the project area around the 65th Street light rail station that supported the goals and vision of the robust transit oriented development (see Figure 20). The study identified a number of transportation projects that would create better multimodal access in the area directly around the station at Folsom Boulevard and 65th Street as well as the neighborhoods within the Study Area south of US 50 along the 65th Street corridor.



Martin Luther King Jr Boulevard Streetscape and Urban Design Master Plan

The 2008 master plan envisions the revitalization of Martin Luther King Boulevard in South Oak Park. During a 16-month collaborative design process involving members of the community and the Sacramento Housing and Redevelopment Agency (SHRA), the project team engaged in planning for the street's rebirth. Stakeholders coalesced around the ideas of creating a sustainable, integrated strategy that improves resident quality of life and enhances the character of the streetscape. Key intersections were targeted with pedestrian enhancements identified.

Future Efforts within the Study Area



Sacramento Active Streets Plan

The City of Sacramento’s Active Streets Plan aims to improve safety and comfort for walking, biking, and taking transit in North Sacramento, South Sacramento, and the Fruitridge/Broadway areas. The plan will identify locations to install or improve walking, biking, and access to transit such as sidewalks, crosswalks, and bike lanes. The City of Sacramento is creating an Active Streets Plan for the Fruitridge/Broadway area, which overlaps with much of the Neighborhood Study Area. The Active Streets Plan will identify community concerns and develop a list of improvements to make biking, walking, and accessing transit easier and more comfortable. The project is targeting 2022 -2023 for community engagement.

Big Ideas

In February of 2022, City proposed at a City Council Workshop on Climate and Transportation, 7 big idea projects to address climate change by reducing Vehicle Miles Traveled (VMT) (see Figure 21), including:

Bikeway Super Highways – Complete the Network.

The City of Sacramento has a formidable foundation for an off-street low-stress bikeway and walking network; however there are gaps in the network. Those gaps make bicycling and walking to many destinations comfortable for only the most experienced.

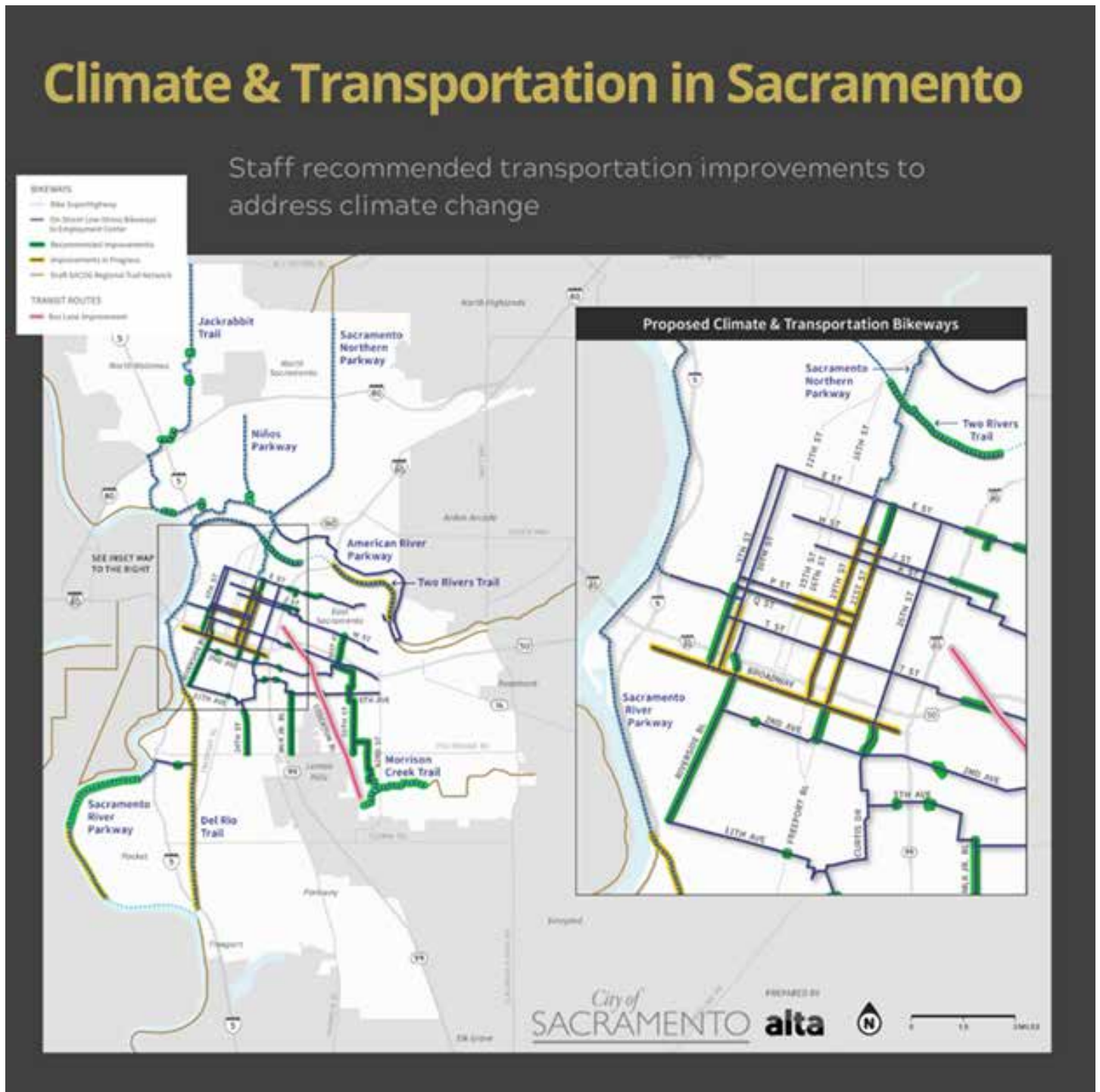
Mode Shift and Congestion Relief in Region’s Highest Employment Area - Complete the Bikeway Network within 4 miles of the Central City

The Central City is the region’s highest density employment area and entertainment district. Research indicates that trips less than 5 miles can reasonably be bikeable trips if low-stress complete bikeways exist.

Mode Shift to the Bus - Build Stockton Boulevard Bus Lane

In order to achieve the City’s climate goals, we need to significantly increase the number of trips on transit. In order to increase transit use, transit needs to be connected, convenient, and frequent. Travel times should be reliable and competitive with driving. One way to achieve these goals is to provide reliable fast bus service through dedicated bus lanes. The proposed project expands the bus lanes approved by the City Council on September 21, 2021, as part of the Corridor Plan.

Figure 21. Map of Proposed Climate & Transportation Projects



10.3. Stockton Boulevard Corridor Plan

The Stockton Boulevard Corridor Plan (Corridor Plan) helps set the vision for future transportation investments on the corridor. The Corridor Plan incorporates data analysis, community outreach and input, and best practices in roadway design and safety. It also identifies transportation improvements along the corridor, along with cost estimates. The final Corridor Plan has been incorporated into this Specific Plan, with the full Corridor Plan found in Appendix F.

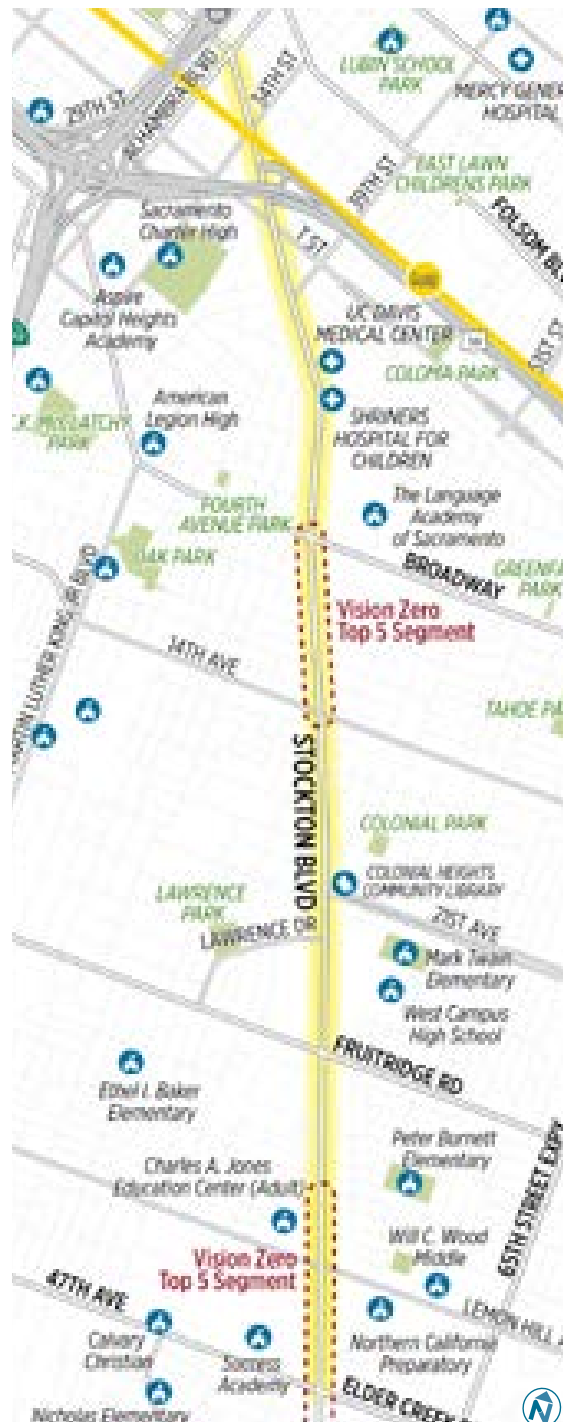
Stockton Boulevard Corridor Plan Area

The study area (highlighted in yellow in Figure 22) includes 4.2 miles of the 5-lane Stockton Boulevard arterial, from Alhambra Boulevard (Downtown) to 47th Avenue (South Sacramento). Major destinations along the corridor include:

- UC Davis Medical Center to the north;
- Little Saigon to the south; and
- Growing opportunities for retail in between.

There was substantial community outreach as part of the study to understand the mobility needs of the users. Safety was identified as a top priority by most users, confirmed also by data. The corridor has two of the top five worst areas in the city for reported traffic injuries and/or fatalities.

Figure 22. Stockton Boulevard Corridor Plan



Key Recommendations

Bicycle Facilities

The design includes a continuous bike facility along Stockton Boulevard, but with varying facility types depending on the land use context. This will help balance the mobility needs of all users with development opportunities. As shown in Figure 23 to the right, the planned bicycle facilities include a mix of share use-paths, cycle tracks + sidewalk, bus-bike lanes, and protected intersections.

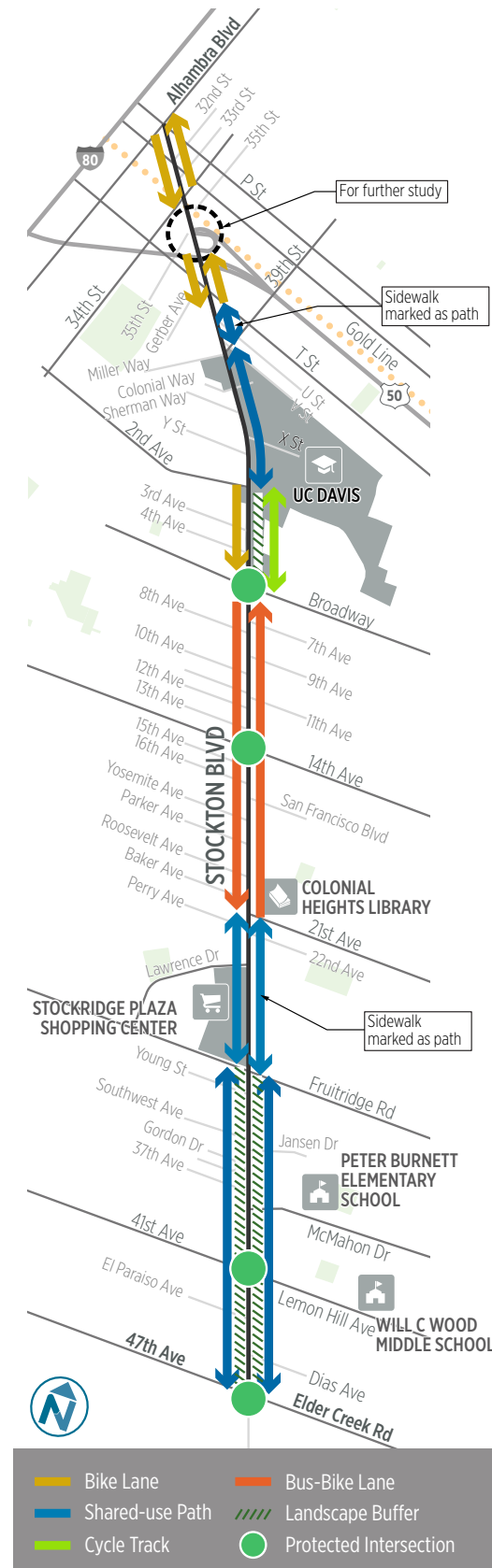
Pedestrian Facilities

Additional pedestrian crossings are planned along the corridor, with safety design enhancements. This will also help fill in the existing gap in marked crosswalks, which has an average spacing of almost 1,000 feet between crosswalks. The planned crosswalks locations are based on community input, as well as Vision Zero recommendations, the City’s spacing standard, the presence of bus stops, collision history, activity nodes, and future development. More pedestrian-scale lighting, and landscaping, are also planned along the corridor to help beautify and improve the user experience – which was identified as a top community priority.

Transit Facilities

Having comfortable waiting areas for bus riders was identified by the survey as a top priority, which is why 23 new bus shelters with benches are proposed along the corridor.

Figure 23. Planned Bicycle Facility Enhancements



Add Pedestrian Scale Lighting. The street lighting that currently exists along the corridor was installed with the intention of lighting the traveled lanes. The sidewalks can be enhanced to be more comfortable to use for more hours of the day with the inclusion of pedestrian scale lighting. The plan has proposed additional pedestrian scale lighting shown below. The pedestrian scale street lighting should conform to City of Sacramento Standard Drawings E-40 or E-50 for ornamental streetlights. Lighting requirements for walkways are addressed in Section 15.40.030 of the Sacramento City Code.

THE CHALLENGE

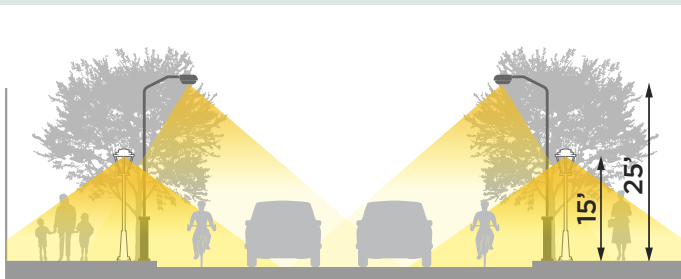
Personal security issues voiced by the community are perpetuated and made worse by inadequate lighting. Typical roadway lighting uses High Pressure Sodium (HPS) lamps placed high up (around 25' high) to illuminate the driving area.

PLANNED IMPROVEMENTS

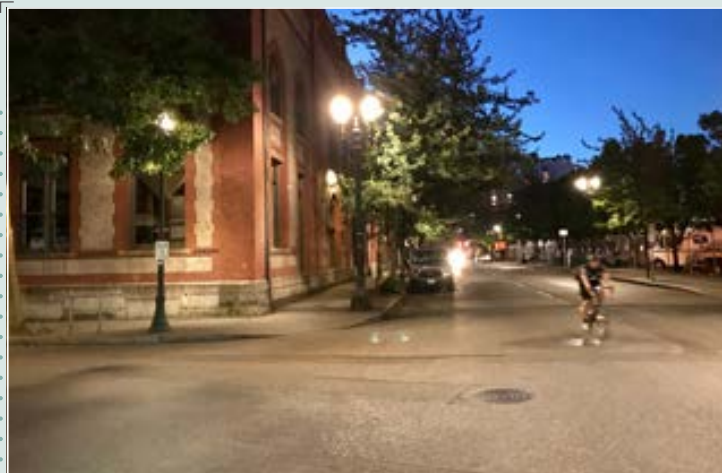
Pedestrian-scale lighting adds light fixtures at a lower height (typically around 15 feet high) that light up crosswalks, sidewalks, and bike lanes.

The design adds pedestrian-scale lighting:

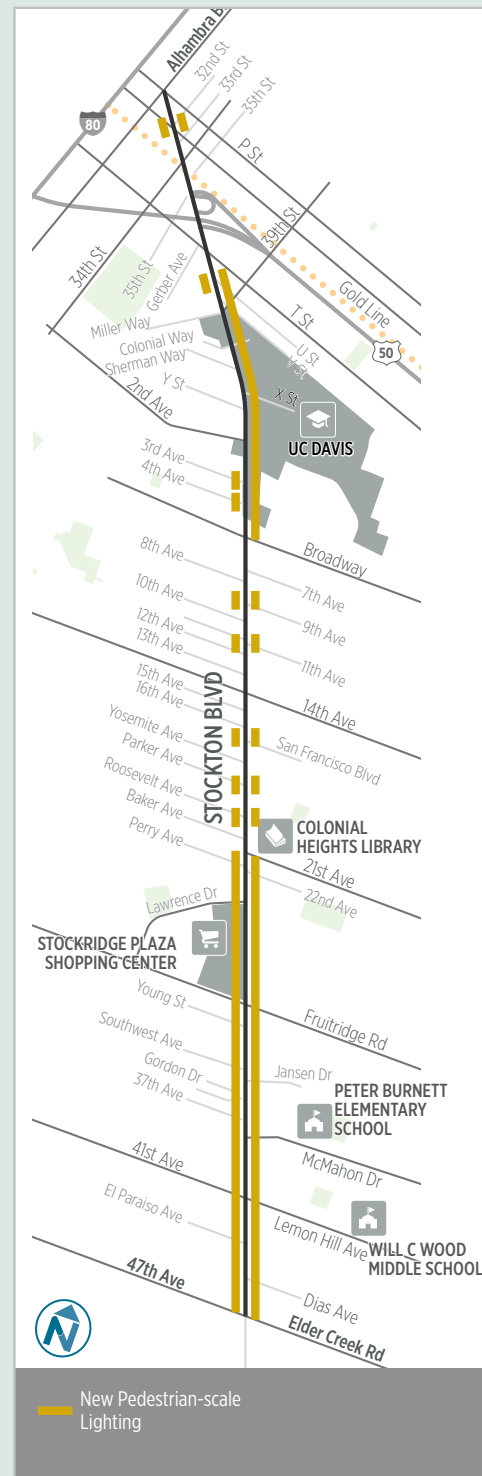
- ☑ From T Street to 2nd Avenue on the east side, where curbs will be moved in
- ☑ At new crossings
- ☑ Along the entire south segment from 21st Avenue to 47th Avenue



Lighting at different heights supports all users



Pedestrian-scale lighting illuminates the pedestrian and bicycling zones



Landscaping

Landscape improvements along Stockton Boulevard shall comply with Chapter 15.92, “Water Efficient Landscape Requirements” in the Sacramento City Code and shall refer to Section 35, “Landscape Planting” in the City’s Standard Specifications and the City’s Landscape Design Drawings for construction requirements and details.



- The corridor feels unsafe and there is no shade.”
- “We don’t walk on Stockton (unless to/from the bus stop) because it’s not pleasant. Even as more businesses take root, the number of lanes and the speed of traffic make it not inviting to explore the area on foot.”

Trees and landscaping have the ability to reduce the negative impacts of fast traffic, provide shade, and generally add beauty to a street. It was a top priority voiced by the community.

PLANNED IMPROVEMENTS

The design integrates trees and landscaping in the following ways:

- ☑ Potential for tree median from Alhambra Boulevard to 33rd Street in collaboration with the Midtown Association
- ☑ Preservation of existing trees from T Street to Broadway when implementing paths and cycle track
- ☑ Addition of trees between the travel lanes and shared-use path from Fruitridge Road to 47th Avenue



Many parts of the corridor lack landscaping



Trees add shade and a buffer between people walking and driving.

Overview of Recommendations by Segment

North Segment

Between Alhambra Boulevard and 33rd Street the corridor plan presents two options for Stockton Boulevard. Option 1 converts one southbound lane to provide striped bicycle lanes on both sides of the boulevard. Option 2 converts one lane in each direction to be able to provide buffered bike lanes along this segment. Both options propose a new signalized pedestrian crossing at 32nd Street. The plan has identified the intersection of 34th Street, R Street, Stockton Boulevard, and the SacRT Gold Line as a difficult to navigate for all users. Changes to the intersection will require additional study and coordination with SacRT and the California Public Utilities Commission.

From T Street to Broadway, within the North Segment, the plan proposes to remove the center turn lane and replace it with a raised median to provide increase access control and limit conflicting turning movements. To accommodate access the plan proposes adding additional traffic signals at 3rd and 4th Avenue. The bicycle facilities are enhanced with a shared-use path or cycle track along the eastern side of the roadway along the UC Davis Health Campus frontage. Transit access is improved a dedicated bus shelter near 3rd Avenue and additional lighting and trees along the sidewalks.

Figure 24. North Segment: Alhambra Blvd to 33rd Street - Option 1

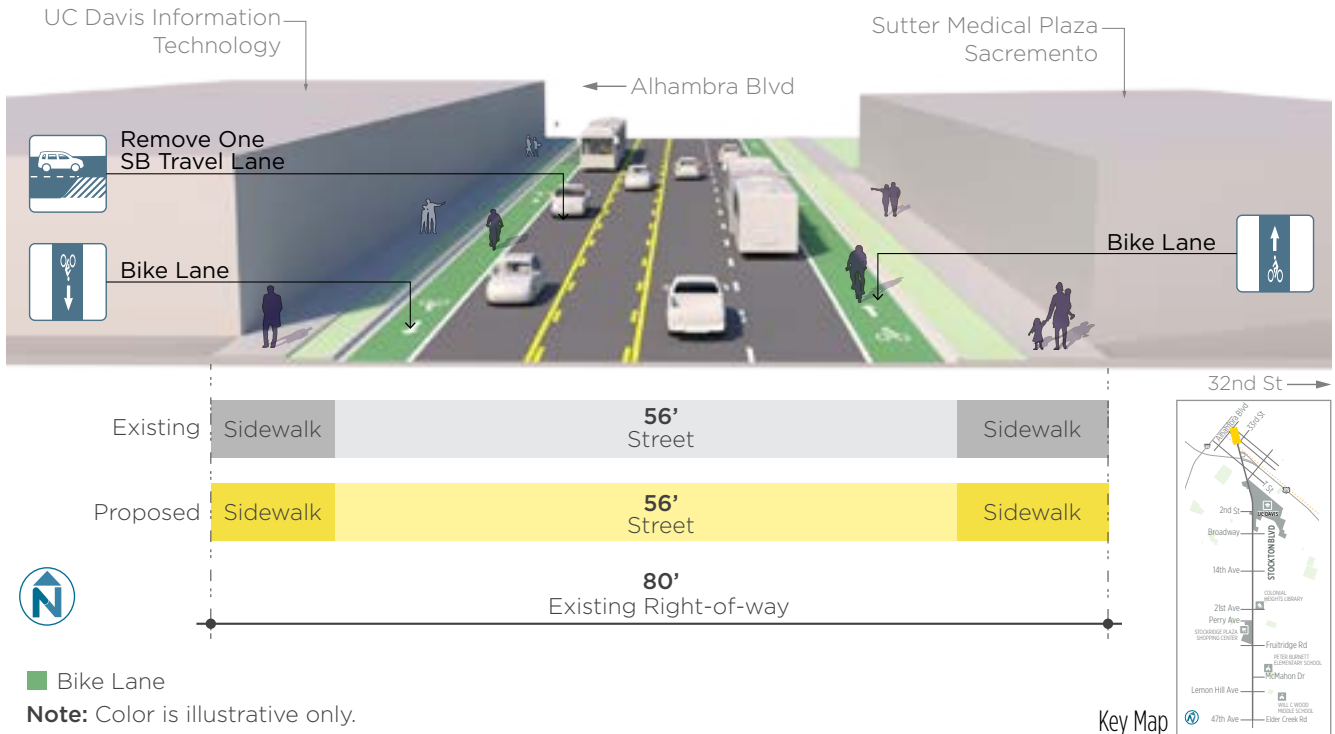


Figure 25. North Segment: Alhambra Blvd to 33rd Street - Option 2

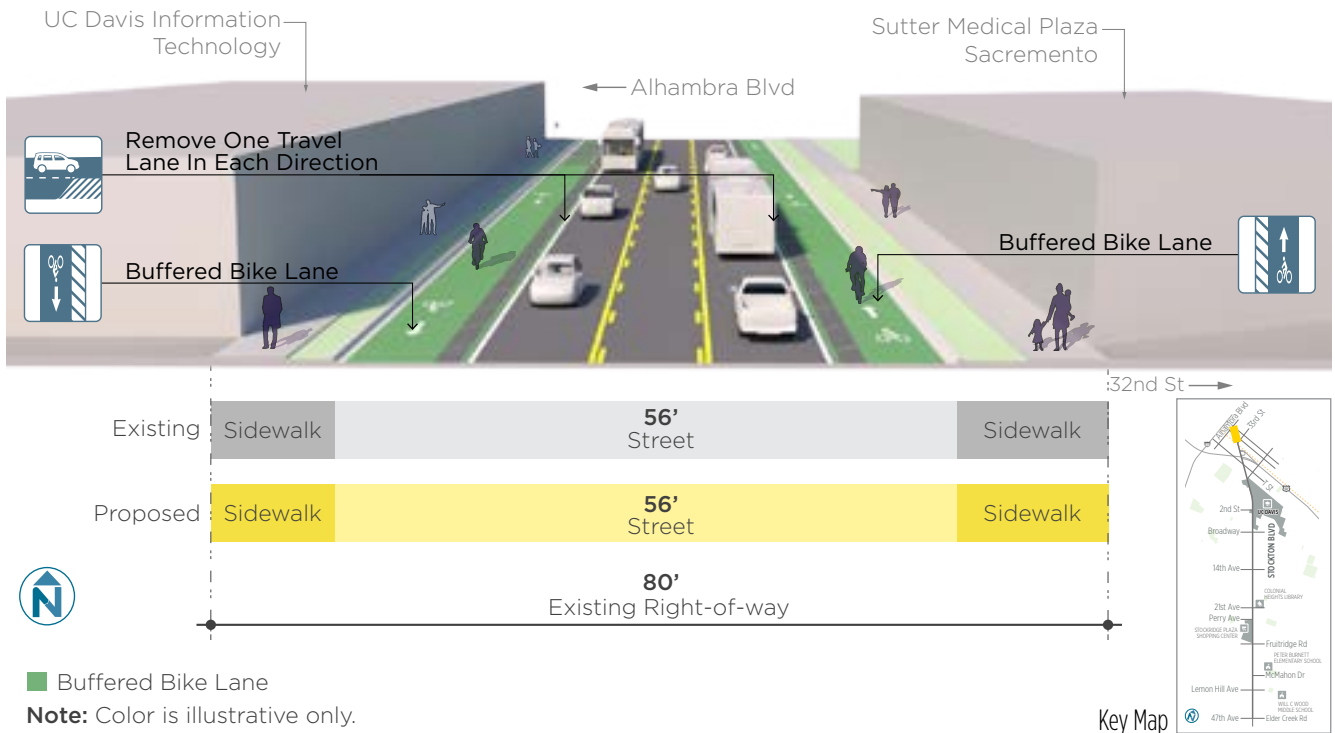


Figure 26. North Segment: T Street to 2nd Avenue

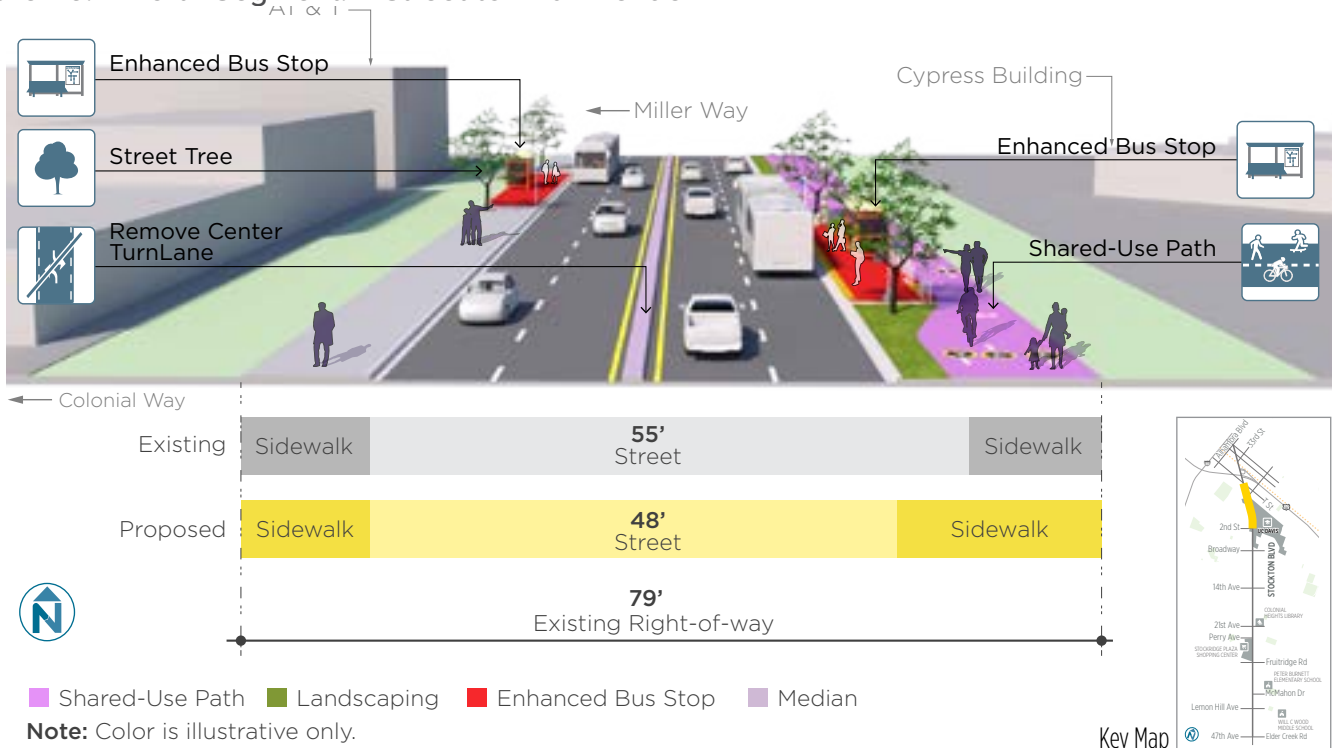
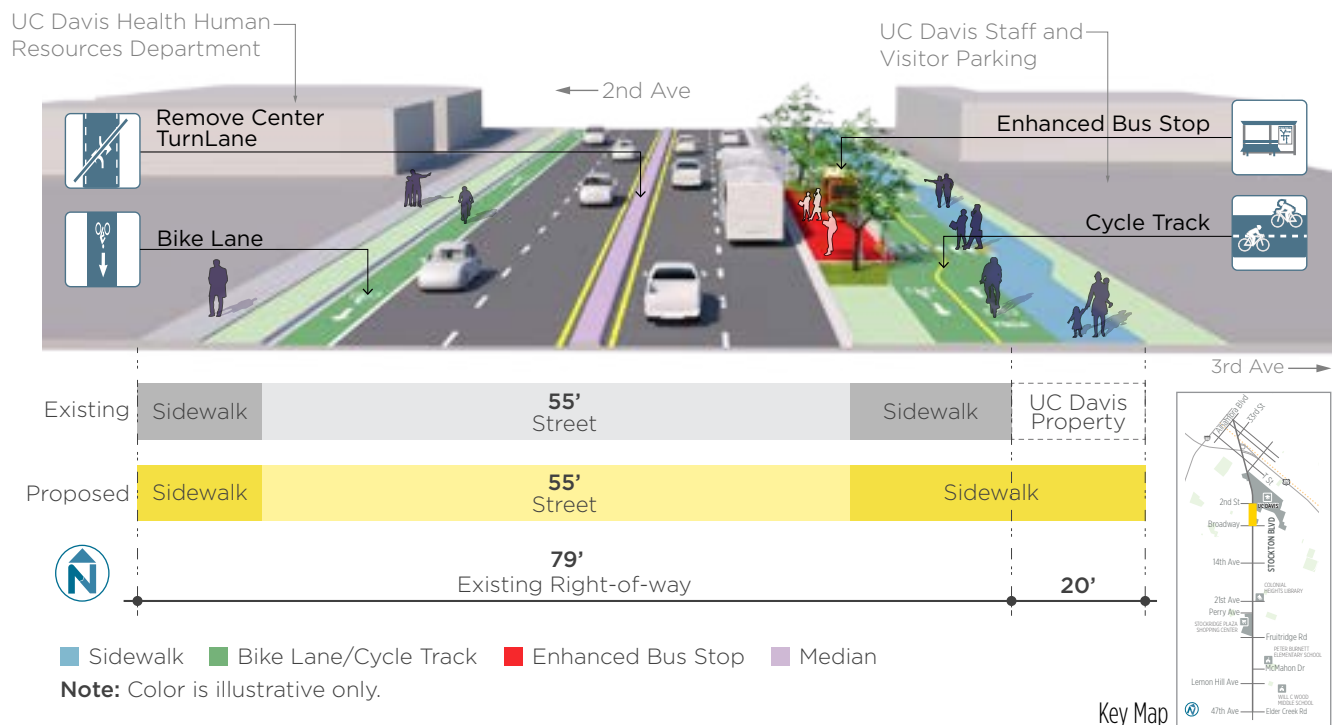


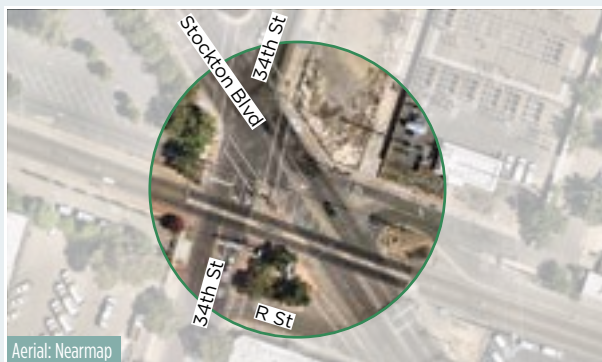
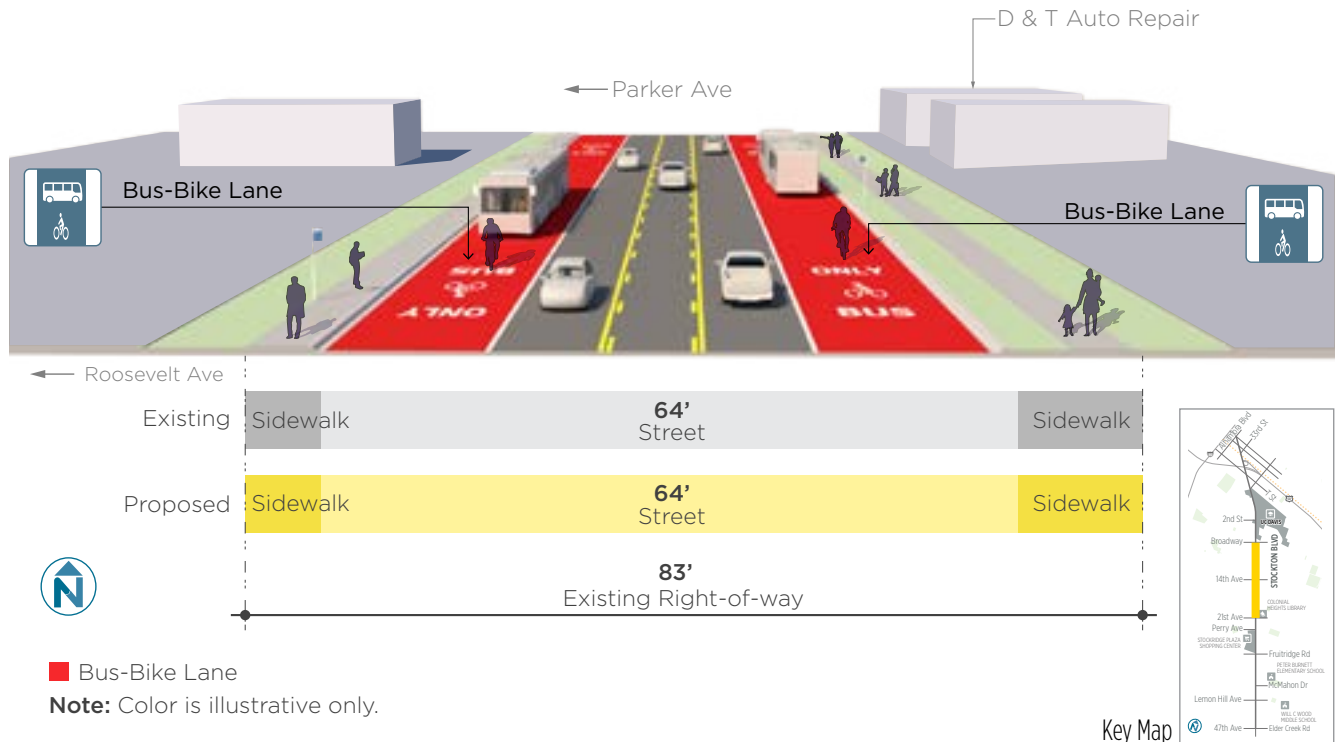
Figure 27. North Segment: 2nd Avenue to Broadway



Central Segment

Between Broadway and 21st Avenue, the corridor is prioritizing transit by providing exclusive shared bus-bike lanes by converting the outside traveled lanes. Additional transit shelters and upgrades to pedestrian crossings are also included along this segment.

Figure 28. Central Segment: Broadway to 21st Avenue



UNIQUE CHALLENGE #1

The intersection of 34th Street, R Street, and the SacRT Gold Line crossing is hard to navigate for all users. It has complex movements for drivers, missing sidewalks, and no bike lanes.

Changes to this intersection require multi-agency collaboration beyond this scope of this plan.



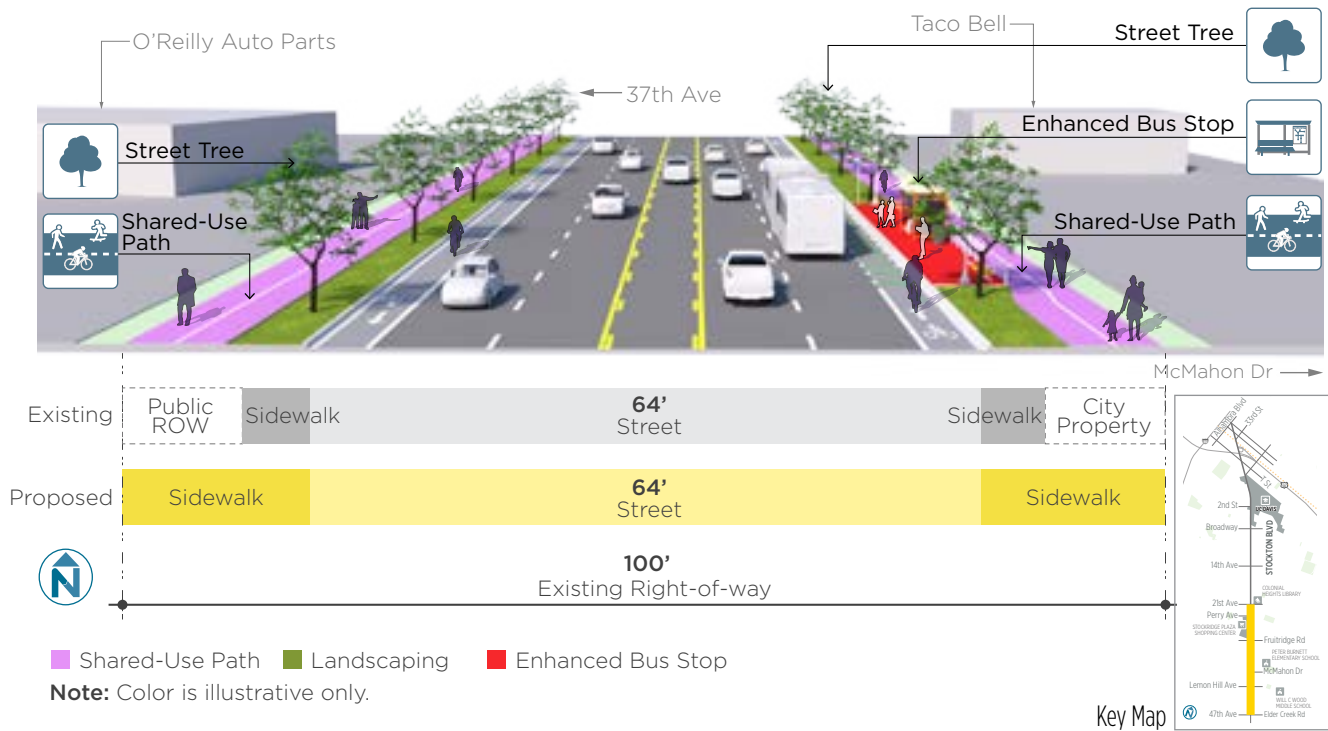
UNIQUE CHALLENGE #2

Stockton Boulevard at T Street has many complexities. The angle of the streets causes visibility issues and high-speed driver turns. T Street is a major bike route but this location is a high-stress point. Waiting at the traffic signal can take a long time because access from Gerber Avenue is included as its own signal phase.

South Segment

The final segment between 21st Avenue and 47th Avenue does not propose any lane conversions but adds a shared-use path along both sides of the roadway to better accommodate people riding bicycles. The pedestrian environment is improved with eight additional bus shelters, new street trees, and improved pedestrian scale lighting.

Figure 29. South Segment: 21st Avenue to 47th Avenue



Snapshot / Key Facts



This page will provide a snapshot of the relevant findings and key facts that provide context to the chapter and helped inform actions in the Plan.

11

Infrastructure

Goal I-1: *Efficient, high quality utility infrastructure and services to meet the needs of residents and businesses.*

11.1. Introduction

This chapter summarizes the utility systems needed to support new development as envisioned by the Specific Plan. More details regarding existing conditions, planned improvements, and recommended improvements for each utility system can be found in Appendix Appendix D.

11.2. Infrastructure Needs and Recommended Improvements

Wastewater and Storm Drainage System

The Specific Plan Area north of 14th Avenue is well served by the existing CSS collection system. The existing collection mains within the Specific Plan Area is adequate to serve the area and the anticipated increased sewer flows with the redevelopment of the area with proper mitigation and contributions to improve the greater CSS system. Each development project will be required to mitigate any impacts to the CSS. There are three Combined Sewer System Improvement Plan (CSSIP) projects that have currently been identified within or directly adjacent to the Specific Plan Area.

These recommended projects include:

1. WA2-3: 4th Avenue Park Storage
2. WA4-3: P Street Linear Storage
3. WA4-4: Casita Way Linear Storage

The City will be working on a future Long-Term Control Plan (LTCP) that may create projects in addition to the three listed above.

The Specific Plan Area south of 14th Avenue is also well served by the existing Sacramento Area Sewer District (SASD) collection system. The existing collection mains within the Specific Plan Area is adequate to serve the area and the anticipated increase sewer flows with the redevelopment of the area with proper mitigation and contributions to improve the greater SASD system. Figure 30 shows the existing wastewater and storm drainage system.

Water System

The Specific Plan Area is generally well served by the existing water transmission and distribution system, which is shown in Figure 31. To determine if water needs for a project can be met, a water supply test will need to be performed on the existing system. Depending on the location of the project, a water study may also be required of new development to determine if there is sufficient water supply to support the project. If the existing water system is sufficient to meet the needs, no infrastructure upgrades are necessary. If the existing infrastructure is found to be insufficient for the project's needs, the developer is required to construct necessary infrastructure improvements.

The following improvements are necessary to facilitate development along the corridor:

- Smaller 6-inch water mains in the vicinity of the proposed Pipeline Projects and Opportunity Sites may need to be upsized to 8-inch minimum.
- Extend the existing 8-inch dead end water main located in Stockton Boulevard northerly of Southwest Avenue northerly to the 8-inch water main located in Stockton Boulevard.
- Extend the existing 6-inch dead end water main located in Young Street easterly connect to the new 8-inch water main in Stockton Boulevard.

Extend the existing 8-inch dead end water main located in Stockton Boulevard at El Paraiso Avenue northerly to the 12-inch water main located in Lemon Hill Avenue to loop the system.

Electric System

The existing electric system is shown in Figure 32.

Planned Improvements

The amount of available capacity is determined by the location of the new development and the available circuits that feed that area. SMUD requires the customer to provide the load usage to forecast the future facilities upgrade to serve the customer proposed project.

The City of Sacramento adopted the EV Charging Infrastructure Ordinance on April 20, 2021, and the New Building Electrification Ordinance on June 1, 2021. The New Building Electrification Ordinance requires newly constructed buildings that are three stories or less to be all-electric with building permit applications filed on or after January 1, 2023, and newly constructed buildings that are four stories or more to be all-electric with building permit applications filed on or after January 1, 2026. These new requirements will greatly affect the new development electric demand in the coming years.

Natural Gas System

The existing natural gas system is shown in Figure 33.

Planned Improvements

Pacific Gas & Electric Company (PG&E) indicates they are currently making improvements to their system, which may negate the need for future improvements when new development is constructed. PG&E will service new development and infrastructure as it is constructed. PG&E would expand/upgrade the natural gas system to extend service to new development on a case-by-case basis with additional information on the actual development square footage and maximum and minimum gas loads.

The City's New Building Electrification Ordinance will likely lower the gas demand for new development and the need for new services in the coming years.

Recommended System Improvements

There is an existing gap in the natural gas main line system along Stockton Boulevard between the existing 2-inch main at 16th Avenue and the existing 4-inch main at Roosevelt Avenue. However, the existing developed parcels in this gap area appear to receive gas service from the side streets. At PG&E's discretion, it may be necessary to provide a main line connection between these two points in the system in order to serve future development demands. With the City's newly adopted New Building Electrification Ordinance it may prove unnecessary to expand the existing natural gas system.

11.3. Existing Policies, Plans, and Programs

2040 General Plan

The Public Facilities and Services Element of the General Plan contains policies and actions that are focused on the adequate provision of utilities to address future growth while also emphasizing conservation and responsible management of resources.



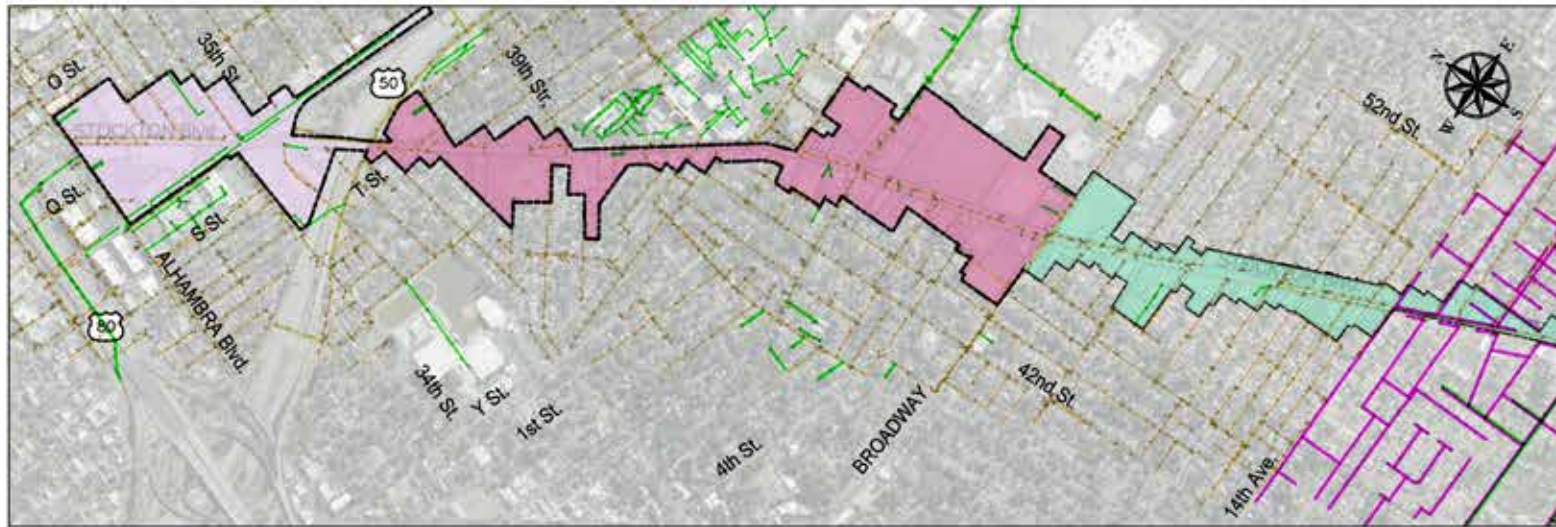
Additional policies, plans, and programs will be added to supplement this section.

11.4. Infrastructure Policies

1. Support Infrastructure Improvements.

Actively seek funding for the Stockton Blvd Specific Plan Area to improve infrastructure to protect and support existing and new developments. Look for funding opportunities that support co-benefits like affordable housing, public transportation, pedestrian/bicycle use, and anti-displacement.

Figure 30. Wastewater & Storm Drainage




















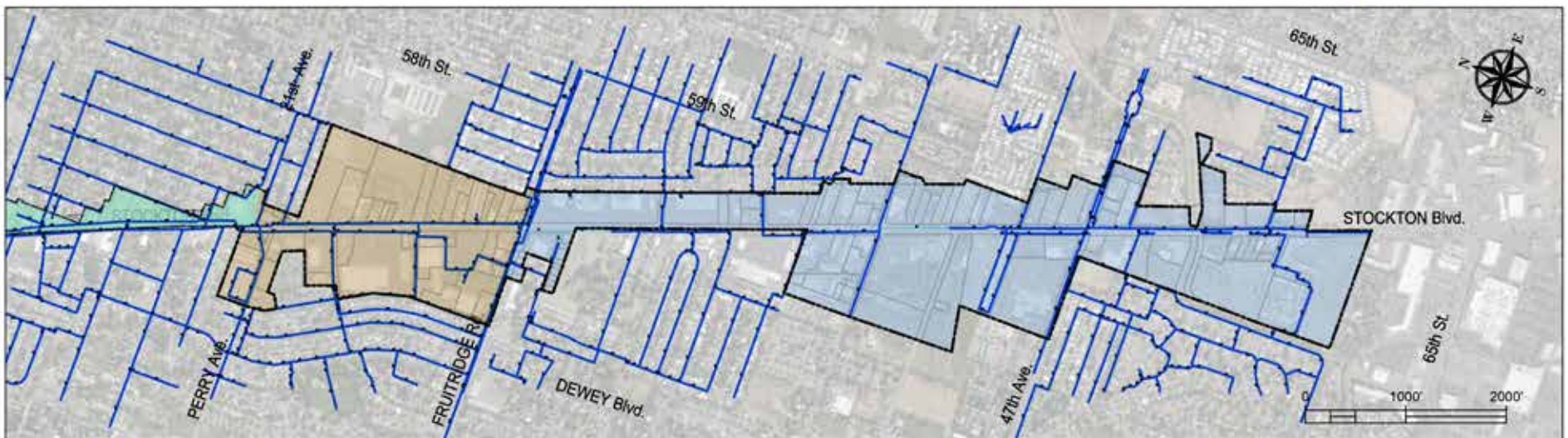
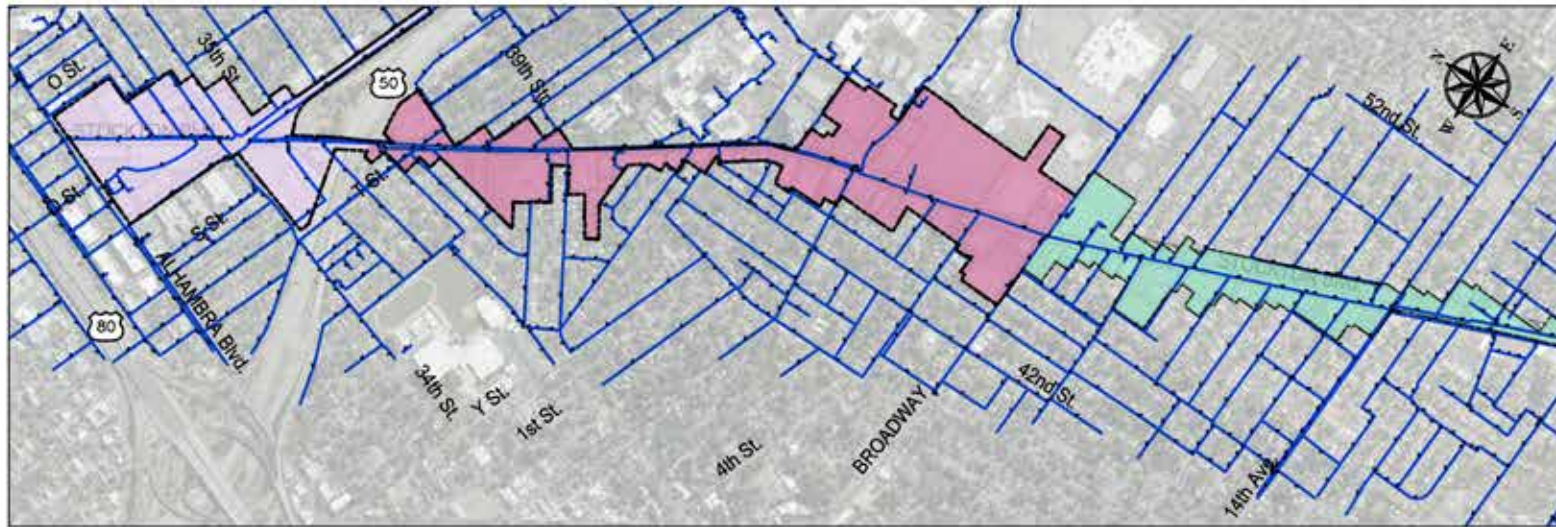
LEGEND			
	Opportunity Areas		Traditional Neighborhoods
	Pipeline Project		Sanitary Sewer County
	Entry to Midtown (EM)		CSS
	Medical Center Campus (MCC)		CSS County
			CSS Private
			Storm Drain
			Storm Drain County
			Storm Drain Private
			Storm Drain Caltrans
			SBP Boundary
			Community Commercial Center (CCC)
			Little Saigon (LS)
			Commercial Storefront (TNCS)

Figure 31. Water System



LEGEND		
	Opportunity Areas	 Water Main City
	Pipeline Project	 Water Main County
	Entry to Midtown (EM)	 Water Main Private
	Medical Center Campus (MCC)	 SBP Boundary
	Traditional Neighborhoods	
	Commercial Storefront (TNCS)	
	Community Commercial Center (CCC)	
	Little Saigon (LS)	

Figure 32. Electric System

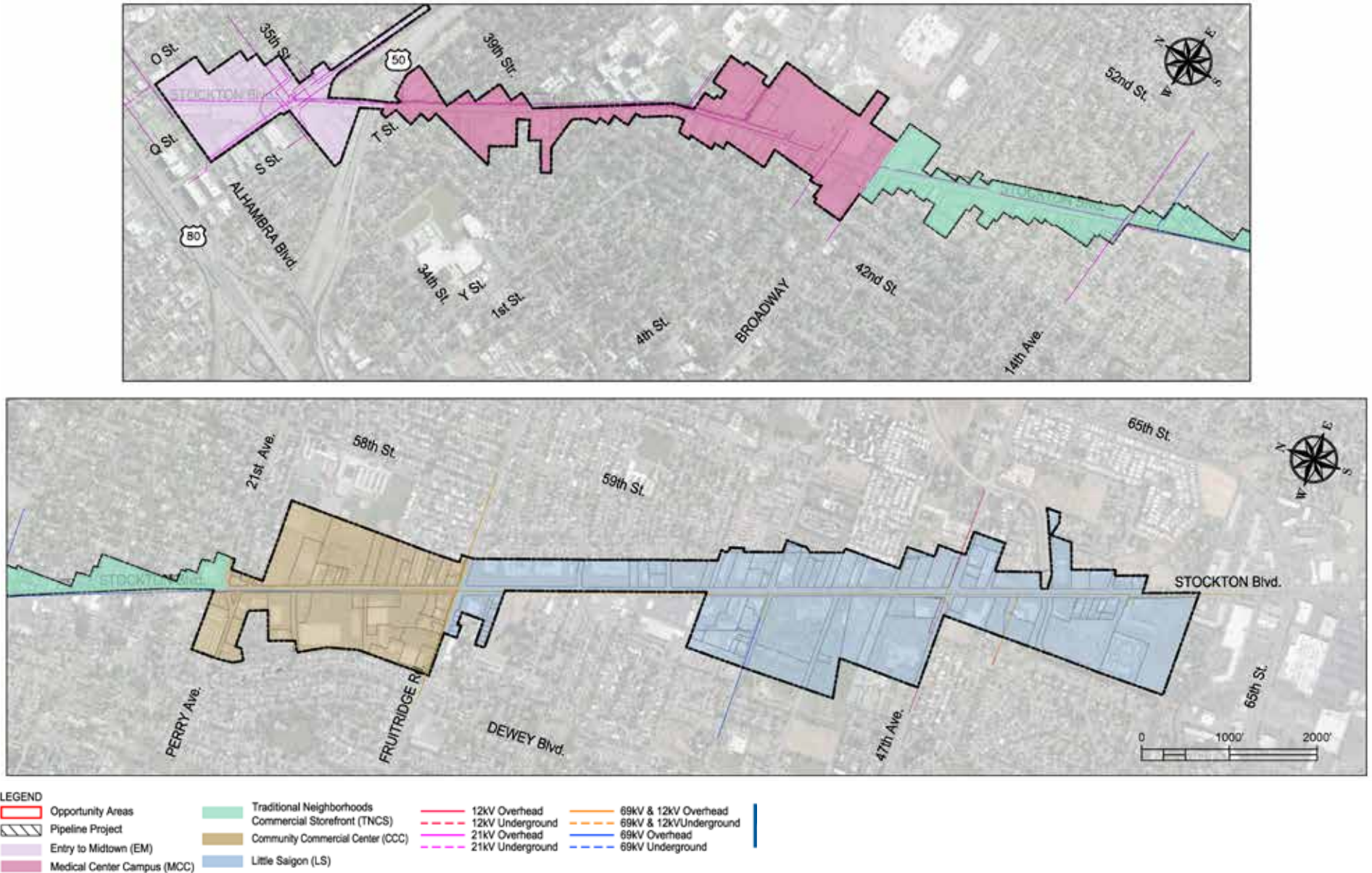














Figure 33. Natural Gas System



	Opportunity Areas		Traditional Neighborhoods		Natural Gas Distribution
	Pipeline Project		Commercial Storefront (TNCS)		Natural Gas Transmission
	Entry to Midtown (EM)		Community Commercial Center (CCC)		SMUD 20"
	Medical Center Campus (MCC)		Little Saigon (LS)		SBP Boundary

12 Implementation

12.1. Introduction

The Stockton Blvd Plan is an action-driven framework for improving the vibrancy of the corridor while improving the quality of life for existing residents and businesses. The Stockton Blvd Plan is designed as a plan for community use, not just as a City document, and requires broad community participation for successful implementation.

All of the actions within the Stockton Blvd Plan are important to creating a thriving corridor and neighborhoods beyond, yet many fall beyond the authority, discretion, or fiscal abilities of city government alone. The City recognizes its lead role, but it will take strong partnerships to fully implement the plan. City, County, other local government agency staff, residents, and other stakeholders working in or around the Stockton Boulevard corridor should use this plan daily to guide their projects, funding applications, and other improvements in alignment with the community's vision. Lead agencies and funding sources are identified where possible for specific tasks, and each implementation matrix represents a good-faith effort to identify primary related organizations, but it does not commit agencies and organizations to specific projects nor preclude additional partnerships with unmentioned groups.

12.2. Planning and CEQA Context

The Stockton Blvd Plan includes implementation actions for the Specific Plan as well as neighborhood-level implementation of other City plans and policies in both this chapter and the Neighborhood Action Plan. In addition, actions proscribed by other City plans and programs may contribute to accomplishing the vision of the community as described in this document. Where possible, these related actions are summarized in each topical chapter. In addition to the Stockton Blvd Plan, the following documents will need to be consulted for any development, improvements, services and other activities undertaken within the Specific Plan Area.

General Plan

The City of Sacramento General Plan serves as the long-term policy guide for the physical and economic development of the City. The City's Vision and Guiding Principles are the foundation of the General Plan and the underlying basis for policy direction. The Stockton Blvd Plan is consistent with and implements the goals and policies of the General Plan and supplements these goals and policies by providing direction to reflect conditions unique to the Specific Plan area.

Fruitridge Broadway Community Plan

There are ten community plan areas that cover the entirety of the city and some adjacent unincorporated areas. These community plans are designed to refine General Plan policies and goals at a more local level and are unique to each plan area. The Stockton Blvd Specific Plan area falls within the Fruitridge Broadway Community Plan area and contains some policies

Planning and Development Code

The Planning and Development Code (Title 17) implements the City's General Plan through the adoption and administration of zoning laws, ordinances, rules, and regulations. The Planning and Development Code allows for the establishment of Special Planning Districts (SPDs). The purpose of SPDs are to regulate properties under multiple ownership that are in need of general physical and economic improvement or that have special environmental features that standard land use, zoning, and other regulations cannot adequately address. SPDs are used for selected areas to provide flexibility in order to stimulate new development, provide incentives for private development, provide mechanisms for preserving and enhancing unique environmental features, and encourage coordinated development of properties through a unified theme consistent with the goals and criteria for the SPD. A portion of the Specific Plan area is covered by the Broadway-Stockton SPD.

Citywide Infill Housing Design Standards

This document articulates design principles and objective design review standards for housing development projects with two or more dwelling units, including a single-unit dwelling with an attached accessory dwelling unit, that are either residential-only projects or part of a mixed-use development in which the residential use constitutes at least two-thirds of the total gross building square footage.

This document establishes design principles and standards intended to promote and protect the public health, safety and general welfare of the community by carrying out the following goals:

- Support infill housing development that is consistent with adopted city policies such as smart growth, resiliency, sustainability, and utilization of existing infrastructure.

- Promotion of a positive environment for the residents with sustained quality and adequate amenities.
- Compatibility with surrounding properties.
- Contribution to and enhancement of the character, value and livability of Sacramento's neighborhoods.
- Direct and safe pedestrian access to adjacent transit and activity center locations.
- Clear, consistent and specific objective standards to provide developers with a timelier, cost effective, and more certain review process.

Citywide Design Guidelines

The City has four documents that articulate design principles to assist the Planning and Design Commission, City Council, City staff and project planners and designers in achieving well-designed projects that enhance the community's overall value and appearance. These include:

- Citywide Single-Unit Dwelling and Duplex Dwelling Design Guidelines
- Citywide Multi-Unit Dwelling Design Guidelines
- Citywide Commercial Design Guidelines
- Industrial and Business Park Design Guidelines

The City is looking to create greater consistency in the design review process, and to provide design principles for structures which will improve the character of neighborhoods by making them more attractive and inviting places to live while maintaining visual interest and a sense of place. These guidelines are intended to facilitate the design review process by helping applicants and City planning staff identify major design issues and devise solutions early in the application process. Projects are reviewed for compliance with the design principles identified in these documents. Although it is understood that not all design principles will be applicable to all proposed projects, conformance with relevant principles is required.

Stockton Blvd Specific Plan EIR

An Environmental Impact Report (EIR) will be certified at the same time as approval of the Specific Plan. The EIR, prepared in accordance with the California Environmental Quality Act (CEQA), will examine the potential direct and indirect environmental effects of the project. If the EIR identifies negative environmental effects that can be reduced through specific actions, those mitigation measures will be added to the Stockton Blvd Specific Plan so that this document is “self-mitigating.” The Stockton Blvd Specific Plan EIR will serve as the base environmental document for purposes of evaluating subsequent development entitlements, discretionary permits, and ministerial approvals within the Specific Plan Area.

Project Review Process

Development projects are subject to review and approval of subsequent permits and entitlements by the City of Sacramento. Typical entitlements may include site plan review, use permits, deviations, parcel maps, subdivision maps, building permits, and/or other approvals. Application and processing requirements must be in accordance with the City’s Planning and Development Code. All subsequent development projects, public improvements, and other activities shall be consistent with the provisions of the Stockton Blvd Specific Plan and pertinent City of Sacramento policies, requirements, and standards. In acting to approve a subsequent project or permit, the City may impose conditions as are reasonably necessary to ensure that the project is in compliance with the Stockton Blvd Specific Plan and all other applicable plans and regulations.

12.3. Priority

The implementation in this chapter were prioritized with input from the community as to how they can contribute to a more vibrant corridor while enabling existing residents and businesses to thrive. The following are descriptions of the three revitalization priority levels, which indicate how each implementation sets the stage for inclusive, equitable, and sustainable economic growth.

Tier 1 Revitalization Priority

Actions assigned a Tier 1 priority status are important to ensuring the resiliency of the Stockton Blvd community. Most Tier 1 projects focus on prioritizing the needs of current residents and businesses so they can grow and thrive in the neighborhoods surrounding Stockton Blvd. Tier 1 actions:

- Are critical to stabilizing existing residents and business and promoting anti-displacement
- Have at least partial funding
- Have a short-term implementation timeline

Tier 2 Revitalization Priority

Actions assigned a Tier 2 priority status are influential to the corridor’s long-term viability and vibrancy. Tier 2 actions:

- Are important to improving the appeal of the corridor and providing long-term sustainable economic development
- Don’t have a known funding source or don’t have adequate funding
- Promote sustainability
- Encourage financial resiliency

Tier 3 Revitalization Priority

Actions assigned a Tier 3 priority status have been identified as valuable community aspirations. Tier 3 actions:

- Are desirable for the corridor's vibrancy
- Do not necessarily relate to economic development, but provide a significant improvement to the corridor
- Encourage additional resiliency
- Have an extended-term implementation timeline
- Don't have a known funding source or don't have adequate funding

12.4. Implementation Matrix

Table 6 is a summary of the specific actions that will generally be undertaken to implement the policies of the Stockton Blvd Plan. This table contains the following components:

- **Tier.** Indicates the revitalization priority for each action.
- **Implementing Action.** Describes the specific actions.
- **Lead.** Lists the entity with primary implementation responsibility.
- **Potential Partners.** Lists other entities that may help implement an action in partnership with the Lead.
- **Timing.** The listed time frames represent a goal for completion of the implementing action. For public improvement projects, this timing is a goal which depends on the availability of funds and staff resources, and is therefore subject to change. The following time frames are used:
 - Short identifies actions that are in progress or can be completed within 18 months from plan adoption.

- Medium identifies actions which may be completed within 5 years from plan adoption.
- Long identifies actions that will take over 5 years to complete.
- Ongoing identifies a time frame for projects that are recurring or have an extended duration and not limited to a specific time frame, such as application of the development regulations.
- Unknown identifies actions that should be implemented but it's unclear how.
- **Potential Funding Sources.** Lists sources of potential funding used to implement the subject improvement, project, or program. A variety of funding sources may be needed for each project improvement or program requiring a financial commitment to implement.
- **Plan Topic.** This column describes the topical area that the action covers, including the main subjects addressed in this plan. An "Other" category has also been created to identify actions that may not fall under a given topic.



- Are there any missing implementation actions?
- Are there any actions that don't belong on the list?
- Are there any actions you would change, including who is taking the lead and any potential funding sources?
- How do you feel about the tiering system for implementation actions? Would you change it?
- Are the actions prioritized correctly?

Table 6. List of Implementing Actions

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
Tier 1 Revitalization Priority						
1	Establish Neighborhood Meeting Process. Create guides, templates, and other materials to support applicants with having the effective community meetings about development projects.	City: CDD (Planning)	NA	Short	Staff Time	Community Engagement and Capacity Building
2	Homelessness Prevention Programs. Expand homelessness prevention programs within the Neighborhood Study Area, including one-time rental assistance, medical bill, car repair, or other similar prevention services.	City: OIED (Housing)	TBD	Short (18 months)	Aggie Square CBPA - \$5 million Anti-displacement Fund	Housing and Anti-displacement
3	Homebuying Assistance Programs. Partner with local credit unions to expand down payment and other home buying assistance programs to increase homeownership by low- and moderate-income residents in the Neighborhood Study Area. Focus outreach efforts on community members historically excluded from homeownership.	City: OIED (Housing)	TBD	Short (18 months)	Aggie Square CBPA	Housing and Anti-displacement
4	Affordable Housing Procedures. Work with SHRA to update affordable housing procedures.	City: OIED (Housing)	SHRA	Short	Staff Time	Housing and Anti-Displacement
5	Residency Preference for Affordable Housing. In accordance with neighborhood anti-displacement efforts, explore options for an initial residency preference for new affordable housing units.	City: OIED (Housing)	SHRA	Short	Staff Time	Housing and Anti-Displacement
6	Collective Ownership Working Group. Convene a group of interested individuals and organizations interested in implementing collective ownership projects to encourage collaboration and capacity building.	City: OIED (Housing)	TBD	Short	Staff time	Housing and Anti-displacement/ Community Engagement and Capacity Building
7	Home Repair Programs. Expand funding and resources for home repair programs to offer loans and grants for varying levels of repair needs in the Neighborhood Study Area.	City: OIED (Housing)	TBD	Short (18 months)	Aggie Square CBPA - \$5 million Anti-displacement Fund	Housing and Anti-displacement

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
8	Inform and Educate on Tenants Rights. Continue to provide education on fair housing, tenant rights, and protections through the Renter’s Help Line. Partner with local non-profits and community-based organizations to distribute information to residents within the Neighborhood Study Area in multiple languages and through culturally-appropriate methods.	City: OIED (Housing)	TBD	Short (18 months)	Staff time	Housing and Anti-displacement
9	Accessory Dwelling Units. Facilitate construction of affordable Accessory Dwelling Units (ADUs) by educating homeowners and providing information about the process, permit-ready plans, and financing.	City: CDD (Planning)	NA	Short (18 months)	Staff time	Housing and Anti-displacement
10	Grants and Local, State, or Federal Funding. Use key City departments and access to resources to facilitate collaborative funding opportunities, including grants or local, State, or federal funding. This would include allocations from the City budget specifically for actions in the study area or local financing mechanisms (such as an enhanced infrastructure financing district [EIFD]). Use cross-departmental teams to brainstorm, research, and pursue funding for the actions throughout this document, prioritized by tier.	City: CDD, OIED	TBD	Ongoing	Staff Time	Other
11	Workforce Training for Targeted Residents. Connect our most marginalized and vulnerable residents in the Neighborhood Study Area with living-wage job opportunities and workforce training in high-growth industries. Utilize employment trend data prepared for the City and region, leverage existing Sacramento Employment and Training Agency (SETA) job centers, and work with local businesses to identify workforce needs and skills, support recruitment of local workers, and develop training programs for local workers.	City: OIED (Economic Development)	SETA; City IECD Workforce Advisory Subcommittee; City Clean + Green Workforce Pathways Working Group	Short (18 months)	Staff time	Inclusive Economic Development

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
12	Construction Workforce Training. Develop the local construction workforce by focusing efforts on strengthening the workforce pipeline. Generate interest in the construction trade through marketing campaigns that describe job opportunities and associated pay. Leverage partnerships with existing City-led workforce projects and programs, including the recent program established at Hiram Johnson High School, and, where possible, create new pre-apprenticeship programs in the community targeted toward high school to adult age residents by identifying and connecting with local volunteer repair and construction groups and union representatives.	City: OIED (Economic Development)	None identified	Short (18 months)	TBD	Inclusive Economic Development
13	Personal Financial Literacy. Promote free, professional, one-on-one financial coaching through the City's Financial Empowerment Center (FEC) and market to residents in the Neighborhood Study Area. FEC coaches help with savings, debt, credit, and banking, and can refer residents to additional services regarding homeownership, investing, and other topics. Support youth with financial tools and information as they start their first jobs to give them an opportunity for upward mobility, regardless of their zip code.	City: OIED (Economic Development)	International Rescue Committee	Short (18 months)	Mix of City contributions and private grants until the end of the FEC's two-year pilot phase, through June 30, 2022	Inclusive Economic Development
14	Services for Unbanked Residents. Leverage the existing Financial Empowerment Center to strengthen partnerships with local banks to serve and provide specialized programs for the unbanked population.	City: OIED (Economic Development and Community Engagement)	CDFIs, Credit Unions, Community Banks, alternative lenders, etc.	Short (18 months)	Proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
15	Multilingual Small Business Resources. Expand and promote technical assistance to multilingual small businesses and nonprofits, including training and mentorship (online and in-person) on topics such as lease negotiation, loans, management, business plans, budgeting, nonprofit governance, customer service, marketing, and bookkeeping. Identify consultant(s) that can provide and administer ongoing technical assistance to multilingual businesses.	City: OIED (Economic Development and Community Engagement)	Sac IEDC; California Capital	Short (18 months)	Sac IEDC contract, California Capital, and other business technical assistance; proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development
16	Business Community Working Group. Provide resources and capacity building and facilitate open communication with organizations that support small and micro business stakeholders in the Neighborhood Study Area.	City: OIED (Economic Development)	Stockton Blvd CDC, Stockton Blvd. Partnership, cPALs, NorCal Vietnamese Chamber of Commerce	Short (18 months)	Proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development/ Community Engagement and Capacity Building
17	Retail Recruitment Marketing Strategy. For the purpose of ensuring the Neighborhood Study Area contains a diversity of local businesses, identify gaps in local retail offerings, identify the extent of existing and projected market support for underrepresented retail categories, and creating a targeted recruitment strategy for attracting and retaining new retail establishments.	City: OIED (Economic Development)	Stockton Blvd CDC, Stockton Blvd. Partnership, cPALs, NorCal Vietnamese Chamber of Commerce	Short (18 months)	Proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development
18	Small Business Access to Capital. Leverage the City Office of Innovation & Economic Development's referral network of lending partners to develop a program to assist local entrepreneurs and business owners with access to capital and resources to support business creation, retention, and expansion. Create pathways to existing programs like CA Capital and Small Business Development Centers (SBDC). Identify gaps in existing programs for entrepreneurs of color in the Neighborhood Study Area. Pilot new programs (possibly within existing organizations) to address barriers and gaps in service delivery and support.	City: OIED (Economic Development)	California Capital; Small Business Development Corporation	Short (18 months)	Staff time to strengthen partnerships; Sac IEDC contract; proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
19	Community Ambassadors Pilot. Develop a Community Ambassadors program to serve as a liaison between the community and the City for the Stockton Blvd Plan area’s underserved language/cultural groups. The Community Ambassadors consist of paid individuals who are already known by others in their communities and are willing to partner with the City to assist in reaching their community. Community Ambassadors represent specific demographics and languages in the City in order to build and maintain relationships with community partners and residents who also represent culturally and linguistically diverse populations and historically underrepresented communities. The City recognizes that many of the residents and business owners in the City do not feel comfortable interacting with the City directly because of either language and/or cultural barriers and even distrust of government systems, staff, or elected officials. By working with individuals known and trusted in the community, the City hopes to build trust and engagement with the broader community to ensure that barriers do not prevent access to information, resources, and opportunities. As this program is successful, City staff anticipates expanding this pilot to a Citywide program. The Community Ambassadors first met in March 2022.	City: NDAT	Community Ambassadors	Short (18 months)	Community Engagement and NDAT	Community Engagement and Capacity Building
20	Youth Engagement and Capacity Building. Increase opportunities for youth to engage with and lead civic processes. Provide stipends and training that help youth organize, conduct outreach within their communities, and advocate for policy change.	City: OIED (Community Engagement)	TBD	Short (18 months)	Community Engagement and NDAT	Community Engagement and Capacity Building

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
21	Connect Residents and Businesses to Resources. Connect residents to relevant resources and services, such as the 211 Resource Center, 311 Business Customer Relationship Management System and Financial Empowerment Center through radio and print advertisements, canvassing, social media and other culturally appropriate outreach methods.	City: OIED (Community Engagement)	TBD	In progress (Started December 2019)	TBD	Community Engagement and Capacity Building
22	Encourage Volunteerism. The community engagement team includes the City’s Volunteer Services Coordinator and the Internship Program Coordinator which manages, maintains and recruits volunteers. The coordinator is responsible for facilitating volunteerism and make it easy and appealing for residents to volunteer by advertising a variety of opportunities.	City: OIED (Community Engagement)	TBD	In Progress (position filled)	Unknown	Community Engagement and Capacity Building
23	Coordinated Communications and Outreach. Continue to work with existing community partners (e.g., faith-based organizations, schools, public agencies, libraries, cultural organizations) to develop stronger outreach and communications coordination to a broad cross section of community.	City: OIED (Community Engagement)	TBD	Short (18 months)	TBD	Community Engagement and Capacity Building
24	Strengthen Capacity of Community Partners to Support Residents. Offer training and technical assistance to community partners to strengthen the capacity of community-based organizations to help and support residents.	City: OIED (Community Engagement)	TBD	Short (18 months)	TBD	Community Engagement and Capacity Building
25	Develop Residents’ Knowledge Base. Develop knowledge base of residents to fully participate in City and community decision-making through training and civic academies (e.g., planning academies).	City: NDAT	Inc ED Collaborative (IEDC)	Short (18 months)	TBD	Community Engagement and Capacity Building

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
Tier 2 Revitalization Priority						
26	Update Special Planning District. Update prohibited or conditional uses, as well as meeting procedures for the Broadway-Stockton Special Planning District in Planning and Development Code Chapter 17.404.	City: CDD (Planning)	NA	Short	Staff Time	Land Use and Community Character
27	Repeal Broadway/Stockton Urban Design Plan. Update Planning and Development Code Chapter 17.404.050 Design guidelines and Chapter 17.404 Broadway-Stockton Special Planning District to remove references to the Broadway/Stockton Urban Design Plan and update with the appropriate references to applicable development and design standards.	City: CDD (Planning)	NA	Short	Staff Time	Land Use and Community Character
28	Renter's Choice. Explore alternatives to traditional cash security deposits to reduce the upfront burden on renters. "Renter's choice" would require that property owners provide options to renters at move-in to satisfy their security deposit requirement. These options might include security deposit insurance, reduced deposits, and installment-based deposit payment plans.	City: OIED (Housing)	TBD	Medium (5 years) - 2025	Staff time	Housing and Anti-displacement
29	Tenant Opportunity to Purchase Act. Consider adopting a Tenant Opportunity to Purchase policy to give tenants priority to purchase when a landlord sells their property.	City: OIED (Housing)	TBD	Medium (5 years) - 2025	Staff time	Housing and Anti-displacement
30	Collective Ownership Pilot Program. Establish a pilot program to provide financial and technical assistance to support capacity building of collective ownership models within the Neighborhood Study Area.	City - NDAT	TBD	Medium (5 years)	Identify potential funding	Housing and Anti-displacement
31	Philanthropic Support for Affordable Housing. Partner with organizations in the housing industry to increase philanthropic support for affordable housing. Work in partnership with other government agencies, non-profits and community-based organizations, affordable housing developers, and affordable housing advocates to pursue private philanthropic funding streams and opportunities for affordable rental and ownership housing for residents of the Neighborhood Study Area.	City: OIED (Housing)	TBD	Medium (5 years)	TBD	Housing and Anti-displacement

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
32	Map Spaces for Community Arts and Events. Through a process of mapping assets, identify spaces in the Specific Plan Area to be used for art, exhibits, and events. The City should work with private property owners to expand the number of potential spaces in area.	City: OAC	NA	Short	Staff Time	Placemaking, Arts, and Culture
33	Funding for Corridor Maintenance. Evaluate potential revenue streams to support consistent corridor maintenance. Work with the Stockton Boulevard Partnership to establish a maintenance program.	City: OIED	Stockton Blvd Partnership	Medium	TBD	Inclusive Economic Development
34	Neighborhood Park. Explore opportunities to acquire and develop a neighborhood park with a playground and a dog park located on Stockton Blvd.	City: YPCE; CDD (Planning)	Stockton Blvd Partnership	Medium	Park Impact Fee	Environment and Public Health
35	Stockton Blvd Transportation Improvements. Seek funding to improve the walking, biking, and transit along Stockton Blvd consistent with the goals of the Stockton Blvd Transportation Plan.	City: PW (Transportation)	TBD	Ongoing	TBD	Mobility and Transportation
36	Water System Improvements. Implement proposed improvements to the existing water system in order to accommodate future growth as identified in the Stockton Blvd Plan Utility Infrastructure Report (Appendix X). Identify how these improvements can be funded and implemented in order to improve the system and serve as a catalyst for future development.	City: DOU; CDD	NA	Ongoing	TBD	Infrastructure
37	Wastewater and Storm Drainage System Improvements. Implement proposed improvements to the existing Combined Sewer System and Basins 5, 8, 19, 96, 147, G258, and G263 in order to accommodate future growth as identified in the Stockton Blvd Plan Utility Infrastructure Report (Appendix X). Identify how these improvements can be funded and implemented in order to improve the system and serve as a catalyst for future development.	City: DOU; CDD	NA	Ongoing	TBD	Infrastructure

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
38	Preserve Unique Community Assets. Maintain and enhance unique and historic buildings and spaces that make Stockton Boulevard memorable, such as Francisco Boulevard (east of Stockton Boulevard), Colonial Theater, Old Water Tower in Elmhurst, and Little Saigon. Conduct historical evaluations of identified buildings and spaces to uncover the social and development history of the Specific Plan Area and explore placemaking opportunities rooted in that history. In addition, conduct an historic resource survey of the corridor to identify those elements that reflect Stockton Boulevard’s former status as a part of the region’s old highway system. For example, highway-oriented commercial development such as old tourist motor courts/ motels, auto service facilities, highway-oriented signage, early 20th-century fast food-diner style restaurants, and road design features that survive from that era. A model for such studies and preservation efforts might be the National Park Service’s (NPS) Route 66 Corridor Preservation Program. To the extent possible, pursue listings on the Sacramento Register of Historic & Cultural Resources.	City: CDD (Planning)	NA	Ongoing	Staff time, grants	Placemaking, Arts, and Culture
39	Art Reflective of Community. Commission, create, and install public art that reflects the various cultures along Stockton Boulevard.	City: OAC	Unknown	Medium	% for arts ordinance; Arts and Culture Match Fund; Our Town grant	Placemaking, Arts, and Culture
40	Vacant Lot Assets for Community Gathering Spaces. Activate vacant land in the Neighborhood Study Area to create more community spaces for people to gather. This strategy could be employed in conjunction with a vacant lot adoption program.	City: OAC, CDD (Planning), YPCE	Unknown	Ongoing	TBD	Placemaking, Arts, and Culture

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
41	Property Maintenance and Streetscape Improvements. Encourage and incentivize business and property owners to invest in property maintenance and beautification, and streetscape infrastructure improvements. Clean and safe maintenance efforts may include providing materials for beautification (e.g., paint, brushes, volunteers, corridor clean up events), educate and promote Crime Prevention through Environmental Design (CPTED), utilizing art to transform space. Collaborate with City on streetscape improvements such as street furniture, sidewalk, traffic calming measures, bike lanes, etc. that support commercial district activation and walkability.	TBD	TBD	Ongoing	TBD	Placemaking, Arts, and Culture
42	Cultural Night Life. Support night life industry through supportive permitting, business advocacy, and technical assistance, and creating/supporting existing venues along Stockton Boulevard.	City: OAC, OIED, CDD	Friends of Little Saigon, Unseen Heroes, PBIDs, Chambers, arts orgs (sole collective), Sierra Health, schools, etc.	Ongoing	Staff time, other	Placemaking, Arts, and Culture
43	New Stockton Boulevard Events. Facilitate the establishment of regular events that help to make Stockton Boulevard a regional attraction, such as an annual Stockton Blvd Food Festival. Increase community capacity to host events by marketing and streamlining access to existing City of Festivals Special Event Support Program. Help address security costs and other needs.	Stockton Blvd Partnership Arts and Culture groups	City	Ongoing	City of Festivals; Arts and Culture match fund, Proposed NDAT Neighborhood and Commercial District Initiative	Placemaking, Arts, and Culture
44	Increase Tourism to Stockton Boulevard. Support tourism of Stockton Boulevard and Little Saigon by working with Visit Sacramento and local organizations or community members to provide tours and increase cultural competency. The City can also enhance this effort by making a retail recruitment packet to support businesses moving to Stockton Boulevard.	City: OIED	Visit Sacramento; cPALs; NorCal Vietnamese American Chamber of Commerce	Ongoing	TBD	Placemaking, Arts, and Culture

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
45	Enhance Little Saigon Visitor Guide. Enhance Little Saigon’s marketing and promotional collateral and activities in partnership among various organizations to create the material and market	cPALs	NorCal Vietnamese American Chamber of Commerce; Visit Sacramento; Stockton Blvd. Partnership; City: OIED	Medium	TBD	Placemaking, Arts, and Culture
46	Childcare Assistance. Evaluate existing childcare facility options in the Neighborhood Study Area and Citywide workforce training programs to strengthen the local childcare labor force to increase childcare options in the Neighborhood Study Area. Facilitate Head Start subsidy and free pre-school programs for qualifying Neighborhood Study Area families. Provide financial subsidies for childcare sites and incentivize in-home care for mixed ages.	City (OIED; Childcare)	None identified	Medium (5 years)	Staff time	Inclusive Economic Development
47	Legacy Business Program. Develop a Legacy Business Program to highlight long-standing businesses that are iconic and cherished community enterprises that continue to the community character of Stockton Boulevard. Help these businesses remain on the corridor.	City (OIED: Economic Development)	TBD	Medium (5 years)	TBD	Inclusive Economic Development
48	Micro-Loan Program for Small Businesses. Create a micro-loan fund program for qualifying businesses located in the Neighborhood Study Area. A micro-loan program could provide low-interest loans to entrepreneurs and small businesses. This loan is designed to support business owners who cannot secure capital from traditional lenders yet require support in formalizing or growing their business.	City: OIED (Economic Development and Community Engagement)	SHRA	Medium (5 years)	HUD CDBG, Section 108, 527 loans, NMTCS, OZs, EIFD	Inclusive Economic Development

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
49	Neighborhood Business Incubator. Facilitate and support pop-up businesses or vendor marketplaces to encourage entrepreneurship and access to markets.	City: OIED (Economic Development)	Stockton Boulevard Partnership; PBIDs that want to manage leases; Other community organizations (i.e., Alchemist CDC, Unseen Heroes)	Medium (5 years)	TBD	Inclusive Economic Development
50	Community Resource Maintenance. Work with community partners to pursue funding for the development and maintenance of community resources in the Neighborhood Study Area such as parks, plazas, or other public gathering spaces, including “pocket parks.” Consider opportunities to add outdoor seating areas and benches in these spaces.	City: YPCE	Civic Thread	Medium (5 years)	Park Impact Fees	Environment and Public Health
51	Integrate Exercise Equipment in Public Spaces. Integrate exercise equipment in public parks, parkways, and other frequent activity areas and expand culturally- specific programming for ongoing neighborhood use.	YPCE	TBD	Medium (5 years)	YPCE	Environment and Public Health
52	Reduce Barriers for Community Events. Provide support for community events; reduce barriers (e.g., fees, policing, permitting requirements) for community events; and explore ways to allow for community/neighborhood policing at local community events.	City: OIED	TBD	Medium (5 years)	TBD	Community Engagement and Capacity Building
53	Support Infrastructure Improvements. Actively seek funding for the Stockton Boulevard Specific Plan Area to improve infrastructure to support existing and new developments. Look for funding opportunities that support co-benefits like affordable housing, public transportation, pedestrian/bicycle use, and anti-displacement.	City: CDD, OIED	TBD	Ongoing	Staff time	Infrastructure

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
Tier 3 Revitalization Priority						
54	Rental Equity Models. Explore rental equity models, where renters participate in management and help maintain rental property in exchange for guaranteed affordable rent and financial credit.	TBD	TBD	TBD	TBD	Housing and Anti-displacement
55	Homesharing. Encourage safe ways to share homes (room shares, boarders, roommates, etc.).	TBD (Not City led)	HomeShare American River	TBD	TBD	Housing and Anti-displacement
56	Black Homeowners Alliance. Establish a Black Homeowners Alliance to connect residents of the Black community with wealth building opportunities and resources.	TBD (Not City led)	TBD	TBD	TBD	Housing and Anti-displacement
57	Resale Inspection Program. Develop a Resale Inspection Program, which would require homes to be inspected and unpermitted/code violations to be corrected before homes are sold to maintain the quality of the housing stock.	City: OIED (Housing)	TBD	Long (10-20 years)	Staff time	Housing and Anti-displacement
58	Monumental-Scaled Art Installations. Develop a program to identify, locate, commission, and build monumental-scaled art installations at key intersections/District nodes along Stockton Boulevard. Important east/west intersections could include Broadway, 14th Avenue, 21st Avenue, Fruitridge, and Lemon Hill.	City: PW (Transportation); CDD (Planning); OAC.	Stockton Blvd Partnership; cPALSS	Long (10-20 years)	TBD	Placemaking, Arts, and Culture
59	Wayfinding and Signage. Identify locations along Stockton Boulevard that announce arrival and implement a wayfinding system to guide the public and promote local businesses and attractions. Incorporate public art that reflects the history and culture of the corridor into the wayfinding system.	Unknown	cPALSS	Unknown	TBD	Placemaking, Arts, and Culture
60	Dedicated Cultural Zones. Establish dedicated cultural zones in the Neighborhood Study Area that focus on implementing food, arts, and events, as facilitated through partnerships with local artists and communities of color.	Unknown	City	Unknown	TBD	Placemaking, Arts, and Culture

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
61	Preserve Culture through Storytelling. Partner with the Sacramento Museum, Sacramento Library Special Collections, Sacramento State, and Sacramento City College to collect, document, preserve, and share the stories and history of various cultures in the Neighborhood Study Area through creative storytelling.	City: OAC, CDD (Planning)	Sacramento Museum, Sacramento Library Special Collections, Sacramento State, Sacramento City College	Medium	Staff time, grants	Placemaking, Arts, and Culture
62	Use Signage to Enhance Placemaking. Use signs and other visual markers to highlight the various cultures along the Boulevard. Build local capacity with a working group that can identify the types and locations of new signage that will best enhance the cultures of Neighborhood Study Area residents.	cPALSs; Stockton Blvd Partnership	City: PW	Ongoing	TBD	Placemaking, Arts, and Culture
63	Local Hire Campaign. Create a local hire campaign/strategy that encourages and promotes the hiring of local residents and assists businesses to hire local residents.	City: OIED (Economic Development)	None identified	Long (10-20 years)	Staff time	Inclusive Economic Development
64	Universal Basic Income Program. Develop a local Universal Basic Income (UBI) program that serves historically disadvantaged populations within the Neighborhood Study Area.	Unknown (Not City led)	None identified	TBD	TBD	Inclusive Economic Development

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
65	Real Estate Investment Opportunities. Identify a menu of tools for residents to invest in local development projects to build wealth and benefit from future development in their neighborhoods. Explore the creation of a neighborhood-oriented real estate investment trust (REIT) to support the purchase of properties in the Neighborhood Study Area and provide an avenue for small-scale investment opportunities for residents. Alternatively, explore the creation of a real estate investment cooperative, a mechanism that would allow residents to pool resources and build equity and wealth via shared ownership in local commercial real estate. In addition, leverage the City vacant building and lot program to connect property owners in the Neighborhood Study Area to resources to improve their buildings or connect them with local organizations looking to buy properties for community desired uses. Build local capacity with a working group that can identify and select real estate investment opportunities and market these opportunities to Neighborhood Study Area residents.	Unknown (Not City led)	None identified	Medium (5 years)	Proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development
66	Community-Owned Bank. Support or create a local community-owned bank where loans serve the neighborhood and help local businesses and community groups. Connect with local Community Development Financial Institutions (CDFIs) like Self Help Credit Union and US Bank to activate programs that meet resident and business needs.	Partner-Led (CDFIs like Self Help Credit Union and US Bank; City OIED: Economic Development)	TBD	TBD	Proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development
67	Directory of Women and Minority-Owned Businesses. Market and encourage participation in the City's Customer Relationship Management (CRM) System to ensure that government resources are provided more equitably, specifically to women and minority-owned businesses.	Unknown (Not City led)	None identified	Short (18 months)	TBD	Inclusive Economic Development

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
68	Community-Based Crowdfunding Platform. Develop a local community-based crowdfunding platform that could provide money for local developments and increase community ownership opportunities. Identify consultant(s) to provide technical support in working with Neighborhood Study Area residents to design and implement the platform.	Unknown (Not City led)	Center for Community Ownership	Short (18 months)	Proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development
69	Local Bank Investment. Engage banks in their Community Reinvestment Act and other community development investments to increase resources in the local community.	Unknown (Not City led)	Promise Zone FIPO partnership	Long (10 years)	TBD	Inclusive Economic Development
70	Equitable Broadband Access. Connect with City, State, and Federal resources to provide digital access and infrastructure improvements for under resourced residents and businesses. Pursue funding opportunities for equitable access to broadband in the Neighborhood Study Area.	City (OIED: Economic Development)	None identified	TBD	TBD	Inclusive Economic Development
71	New Little Saigon Event Hall. Explore expansion or rehabilitation of existing venues, or development of a new venue, in Little Saigon to host conferences and events with capacity for 5,000-10,000 people.	Unknown (Not City led)	cPALSs	TBD	Proposed NDAT Neighborhood and Commercial District Initiative	Inclusive Economic Development
72	Neighborhood Lighting. Find opportunities to fund and increase pedestrian-scale lighting in neighborhoods, parks, and streets in the Neighborhood Study Area.	TBD	TBD	Long (10 years)	TBD	Environment and Public Health
73	Neighborhood Street Trees. Prioritize the planting of street trees in the Neighborhood Study Area.	City: Public Works	Sacramento Tree Foundation	Long (10 years)	TBD	Environment and Public Health
74	Vacant Lot Program. Create and adopt-a-vacant-lot program to be used for gardens, composting, urban farms, events, parklets, art displays, farmers markets, and other uses.	TBD	TBD	TBD	TBD	Environment and Public Health
75	Expand Community Composting Opportunities. Support reducing food waste by promoting food recovery programs and expanding opportunities for community composting in the Neighborhood Study Area.	City: Public Works	TBD	Short (18 months)	TBD	Environment and Public Health

#	Implementing Action	Lead(s)	Potential Partner(s)	Timing	Potential Funding Sources	Plan Topic
76	Food Donation from Local Businesses. Create a better avenue for businesses in the Neighborhood Study Area to donate food to local food banks and homeless shelters. Consider inventive programs and ways to encourage donation and look for opportunities to scale.	TBD	Sac Food Bank, River City Food Bank, social enterprises such as St. John's Program for Real Change, Great Plates Delivered businesses	Medium (5 years)	TBD	Environment and Public Health
77	Healthy Food Access and Security. Increase access to healthy food options and food security in the Neighborhood Study Area.	City: CDD (Planning)	Valley Vision, Food Policy Council, food banks	Long (10 years)	TBD	Environment and Public Health
78	Air Quality Monitoring. Work with community partners and the Air District to expand and support community air monitoring efforts in the Neighborhood Study Area.	TBD	TBD	TBD	TBD	Environment and Public Health

12.5. CEQA Streamlining

Projects must be reviewed to ensure compliance with CEQA. Development applications will be reviewed on a project-by-project basis to determine the appropriate level of CEQA review. In general, if a subsequent project is determined to be consistent with the Specific Plan and within the scope of the Specific Plan EIR, further environmental review may not be necessary. If it is determined that a development application is inconsistent with the Specific Plan and/or outside the scope of the Specific Plan EIR, a determination will be made as to the appropriate subsequent environmental document in accordance with CEQA. Nothing in the Specific Plan or Specific Plan EIR limits the City's authority or discretion to determine the appropriate CEQA review for any subsequent project. Future projects that are consistent with the Specific Plan and Specific Plan EIR may be eligible for CEQA streamlining mechanisms, including, but not limited to, the following:

Exemptions for Residential Projects Pursuant to a Specific Plan

In accordance with Government Code Section 65457, "any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980 is exempt" from further CEQA review, absent substantial changes or new information as defined by State CEQA Guidelines Section 15162. If a proposed residential project is consistent with the Specific Plan, a project applicant could avoid preparation and public circulation of a subsequent environmental document and proceed directly to the Site Plan and Design Review approval process. This mechanism provides the opportunity for streamlined environmental review for residential projects located within the Specific Plan area.

Exemptions for Residential, Employment Center or Mixed-Use Development Projects Pursuant to a Specific Plan

Public Resources Code Section 21155.4 allows residential, employment center, or mixed-use projects within a transit priority area that are consistent with a specific plan for which an EIR has been certified, and are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the Sustainable Communities Strategy to be exempt from further CEQA review.

Exemptions for Projects Consistent with a Community, General Plan or Zoning

Consistent with Public Resources Code Section 21083.3, Section 15183(a) of the State CEQA Guidelines states, "CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR is certified shall not require additional environmental review except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." Applicable mitigation measures identified in the Specific Plan EIR would be implemented. If an effect that is peculiar to the project or its site is identified, Uniformly Applied Development Standards may be implemented to reduce or eliminate the effect.

Exemptions for Infill Projects

Public Resources Code Section 21094.5 provides streamlining by focusing further CEQA analysis only on effects that are specific to the infill project or project site and were not addressed as significant effects in the prior environmental impact report, or focusing the analysis on effects, based on substantial evidence, that would be more significant than previously described in the prior environmental impact report.

12.6. Facilities Financing Options



A summary of facilities financing options will be provided. See Appendix E for more detailed information on options for financing facilities.