RESOLUTION NO. 2024-

Adopted by the Sacramento City Council

October 22, 2024

RESOLUTION ADOPTING AND IMPLEMENTING THE STOCKTON BOULEVARD PLAN

BACKGROUND

A. On May 9, 2024, the Planning and Design Commission provided feedback on the Stockton Boulevard Plan Public Review Draft.

B. The Stockton Boulevard Plan includes both a specific plan and a neighborhood action plan. The specific plan addresses all required criteria set forth in City Code section 17.904.010.D and California Government Code section 65451. The neighborhood action plan focuses on guiding collaborative efforts to address the community's priorities along Stockton Boulevard and in the surrounding neighborhoods. The Stockton Blvd Plan includes goals, anti-displacement values, and community priorities that address the area containing the Broadway/Stockton Special Planning District.

C. On October 10, 2024, the Planning and Design Commission held a noticed public hearing on the Stockton Boulevard Plan in accordance with California Government Code sections 65353 and 65453 and Planning and Development Code of the City of Sacramento sections 17.100.010 and 17.812.030, received and considered evidence, and forwarded to the City Council a recommendation to adopt the Stockton Boulevard Plan.

D. On October 22, 2024, the City Council conducted a noticed public hearing in accordance with California Government Code sections 65355 and 65453 and the Planning and Development Code of the City of Sacramento sections 17.100.010 and 17.812.030, and received and considered evidence concerning the Stockton Boulevard Plan.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. Based on the verbal and documentary evidence received at the hearing held on October 22, 2024, the City Council finds the Stockton Boulevard Plan (attached as Exhibit A) does the following:

A. Is consistent with the General Plan and Title 17 of the Sacramento City Code in that the Stockton Boulevard Plan facilitates the growth and development envisioned in the General Plan.

B. Complies with section 17.904.010.D of the Sacramento Planning and Development Code in that it contains text and diagrams and addresses all of the following:

1. A statement of the relationship of the specific plan to the general plan;

2. The boundaries of the specific plan area and the distribution, location, and extent of land uses, including open space, within the specific plan area;

3. The distribution, location, extent, and intensity of the major components of public and private infrastructure related to transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the plan area and needed to support the land uses described in the specific plan;

4. Standards and criteria by which development will proceed;

5. Standards for the conservation, development, and utilization of natural resources, where applicable; and

6. A program for the implementation of the specific plan, including regulations, programs, public projects, and financing measures necessary to carry out the specific plan.

E. Section 3. The City Council hereby approves and adopts the Stockton Boulevard Plan, attached as Exhibit A, and it shall take effect 30 days after passage of this resolution. The City Council hereby directs that thereafter the Stockton Boulevard Plan goals and policies shall be implemented. This includes but is not limited to initiation of amendments to the Broadway/Stockton Special Planning District (chapter 17.404 of the Sacramento City Code) pursuant to Planning and Development Code of the City of Sacramento section 17.400.030.

Section 4. Exhibit A (Stockton Boulevard Plan), is part of this resolution.

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Exhibit A – Stockton Boulevard Plan









Stockton Blvd Plan









SPECIFIC PLAN AND NEIGHBORHOOD ACTION PLAN

Hearing Draft

September 2024



PREPARED BY:

City of SACRAMENTO

IN PARTNERSHIP WITH:

ASCENT

VERITABLE/GOOD

The HUB
Building Healthy Communities

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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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List of Abbreviations

Abbreviation	Definition
AB	Assembly Bill
ADUs	Accessory Dwelling Units
APP	Art in Public Places Program
ARP	American Recovery Plan
ASL	American Sign Language
BIPOC	Black, Indigenous and non-Black People of Color
CAAP	Climate Action and Adaptation Plan
CADA	Capitol Area Development Authority
CAMP	Community Air Monitoring Plan
CARB	California Air Resources Board
CBO	Community-based Organization
CDD	Community Development Department
CEQA	California Environmental Quality Act
CFE Fund	Cities for Financial Empowerment Fund
CFR	Code of Federal Regulations
CHNA	Community Health Needs Assessment
CIP	Capital Improvement Projects
CMA	City Manager's Academy
Code	Planning and Development Code
cPALSs	Community Partners Advocate of Little Saigon Sacramento
CPBA	Community Benefits Partnership Agreement
CPTED	Crime Prevention Environmental Design
CSO	Combined System Overflow
CSS	Combined Sewer System
CSSIP	Combined Sewer System Improvement Plan
DAC	Disadvantaged Community
DCR	Department of Community Response
DOU	Department of Utilities
EIFD	Enhanced Infrastructure Financing District
EIR	Environmental Impact Report
EJ	Environmental Justice
FAR	Floor Area Ratio
FEC	Financial Empowerment Center
GBA	Gross Building Area

Abbreviation	Definition
GHG	Greenhouse Gas
HAP	Housing Assistance Payments
HUD	Department of Housing and Urban Development
Hwy 50	U.S. Highway 50
IEDC	Inclusive Economic Development Collaborative
I-5	Interstate 5
LHAP	Local Homeless Action Plan
LTCP	Long-Term Control Plan
MIHO	Mixed Income Housing Ordinance
NDAT	Neighborhood Development Action Team
NLA	Net Lot Area
NPS	National Park Service
OAC	Office of Arts and Culture
OIED	Office of Innovation and Economic Development
PBID	Property and Business Improvement District
PG&E	Pacific Gas & Electric Company
PPPG	Parks Project Programming Guide
PUE	Public Utility Easement
RPT	Resident Planning Team
Sac IEDC	Sacramento Inclusive Economic Development Collaborative
SACOG	Sacramento Area Council of Governments
SASD	Sacramento Area Sewer District
SBDC	Small Business Development Centers
SETA	Sacramento Employment and Training Agency
SHRA	Sacramento Housing and Redevelopment Agency
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMUD	Sacramento Municipal Utility District
SPD	Special Planning District
SR-99	State Route 99
UAIZ	Urban Agriculture Incentive Zone
VACOS	Vietnamese American Community of Sacramento

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Executive Summary

Introduction

The Stockton Blvd Plan (Plan) is both a Specific Plan and Neighborhood Action Plan. The Neighborhood Action Plan is an action-oriented plan that establishes priorities for the Neighborhood Study Area at the neighborhood-level. It identifies programs and partnerships to achieve the priorities and aims to engage and empower residents and businesses to take action to improve their neighborhoods. The Specific Plan is a tool to attract and facilitate infill development in the Specific Plan Area, the 4.5-mile Stockton Boulevard commercial corridor from Alhambra Boulevard to the north and 65th Street to the south.

How to Use this Plan

The purpose of this Plan is to document a shared vision, list the highest priority actions the community and City can take to meet that vision, and provide a planning framework for making decisions. The below is a short list of ways this Plan may be used:

1. **Decision-makers** can use this document as they review development applications to ensure that future projects are consistent with the values, goals, and policies (planning framework).
2. Community engagement for this effort, along with descriptions of the planning framework, can be used by **stakeholders** (e.g., City staff, elected officials, community-based organizations, individuals) to support grant applications and other funding requests.
3. **Stakeholders** can look for actions in this Plan they can implement that have broad support.
4. **Developers** can use the Specific Plan to inform their ideas for new buildings and projects and, if their projects are consistent, use the Plan and accompanying environmental review to streamline future development.
5. **Community members**, including **residents** and **business owners,** can use this document to advocate to City Council or other relevant decision-makers; identify available community and City priorities and resources; and implement and promote projects.

Plan Framework

The Stockton Blvd Plan is built around a framework of values, community priorities, goals, policies, and actions. Each of these are described briefly below.

Anti-Displacement Values

The anti-displacement values relied upon in drafting this plan address justice and equity, culture and knowledge, connection and collaboration, growth and stability, and health and wellbeing and are available to review on Page 3. These values were used to guide the other elements of this Plan.

Goals

The goals reflect the desired future, in line with the anti-displacement values. The goals reveal the ideal end result when the Community Priorities are addressed. Each topical chapter contains the applicable goals.

Policies

The policies apply to the Specific Plan and are meant to direct the City's actions in addressing community goals. Each topical chapter contains the applicable policies.

Neighborhood Action Plan Priority Actions

Priority Actions apply to the Neighborhood Action Plan and are measures, procedures, or programs that are consistent with the General Plan and may be carried forward by the community, the City, or a combination. These actions are not required to implement the Specific Plan and are not meant to restrict the City or community, or impose any obligations on either, but rather to document and provide a point-in-time reference of the Community's priorities to help inform future decisions about how funding and resources could be directed. As a result, the Priority Actions may not have clear end dates, may be led by the City and/or community, and may be funded through various sources. For more information, please see Chapter 11: Implementation.

Specific Plan Implementing Actions

Implementing actions are actions, procedures, and programs intended to implement the Specific Plan. These are measurable actions with clear responsibilities and a timeframe in which the action will be accomplished. Actions are presented in Chapter 11: Implementation.

City and Community Levers

There are many ways that both the City and community can contribute towards addressing community priorities. The tools, methods and specific types of actions these groups can take are known as "levers." The Priority Actions outlined in the Neighborhood Action Plan identify levers that can be used by either the City or community members. Establishing key activities and responsibilities of the City and individuals, groups, and organizations better situates this Plan for action. The Priority Actions and implementation levers are intended to reflect the community's capacities, values, and priorities, communicated, and refined during the community outreach and engagement phase. For more information, please see Chapter 11: Implementation.

Topic Summaries

Along with this Executive Summary, each topical chapter contains a short summary of the relevant values, priorities, goals, policies, and actions. These are found on the following pages:

- **Land Use** – Page 43
- **Housing** – Page 59
- **Culture, Arts, and Community Character** – Page 69
- **Inclusive Economic Development** – Page 77
- **Environment, Public Health, and Safety** – Page 83
- **Community Engagement and Capacity Building** – Page 89

Mobility and Transportation is addressed through adopted transportation-specific documents, including the Stockton Boulevard Corridor Plan, incorporated by reference and available for review in Appendix F.

1 Introduction

1.1. Overview

The Stockton Boulevard corridor, and the neighborhoods that surround it, is home to residents with a wide range of cultural and ethnic backgrounds, including Indigenous, Black/African American, Vietnamese, Chinese, Hmong, Iu Mien, Filipino, Pacific Islander, Hispanic, and Latino. The diverse communities have made significant contributions to the cultural, social, and physical landscape of the corridor and its surrounding neighborhoods. However, like many cities in the United States, past policies and practices have led to inequitable distribution of resources, resulting in health and economic disparities for lower-income residents and Black, Indigenous, and non-Black people of color (BIPOC). As a result, an increase in investments can lead to a cycle of further displacement, exclusion, and marginalization, perpetuating these pre-existing disparities and preventing low-income and BIPOC residents from benefiting from the new investments.

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 include:

- Underserved, historically disinvested neighborhoods
- New development that has increased concerns around gentrification and displacement.
- Proximity to jobs and a mix of businesses
- Major transit routes
- Potential for growth on vacant and underdeveloped land
- Investments in economic and community development

As change comes to the area with the advent of Aggie Square, a major expansion of the UC Davis Sacramento Campus, lower-income residents are vulnerable to cost-of-living increases that often follow new investment, which can lead to displacement. Community members and the City saw that this large project had the potential to both positively contribute to the community and bring in new opportunities, but could also exacerbate existing inequalities if not done properly.

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 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.

What is displacement?

Displacement is when certain groups of individuals or households (often lower-income) are forced to move from neighborhoods as a result of rising housing costs and neighborhood conditions associated with new investment in those neighborhoods. Cultural displacement often precedes physical displacement and occurs when the cultural norms of long-time community members are replaced by newcomers, resulting in a declined sense of belonging and ownership.

"My fear with development is that displacement will take place not only of the individuals but of the culture." –Resident Planning Team (RPT) member

1.2. Anti-Displacement Values

The Stockton Blvd Plan is written with the intention of balancing new investment with proactive protection and healing of the community. We draft and carry out this Plan with the following collective values in mind:



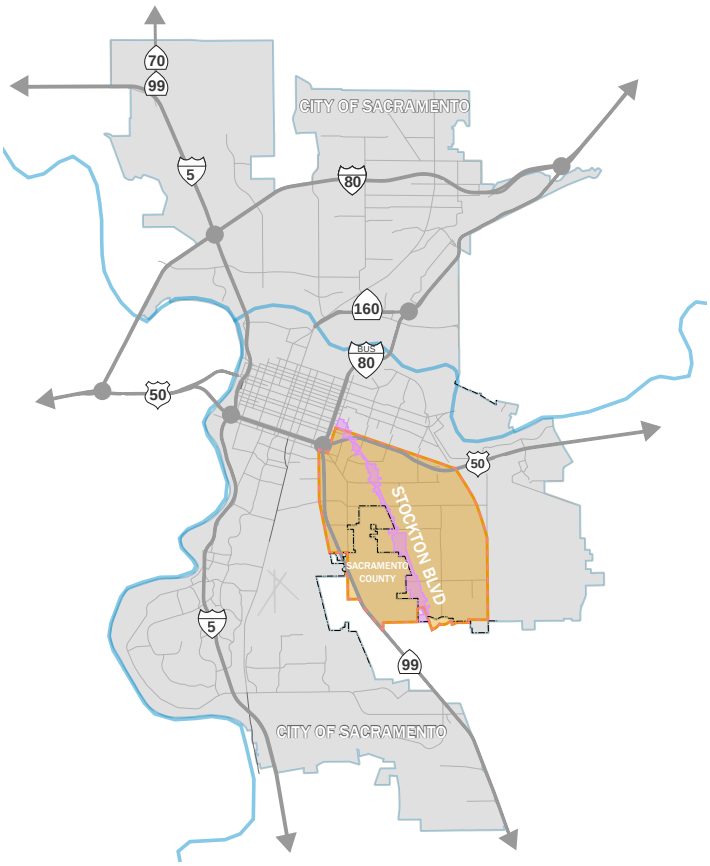
1.3. About the Plan

The Stockton Blvd Plan (Plan) includes both a specific plan and neighborhood action plan (Figure 1). The Specific Plan provides a planning framework for development and other activities within the Specific Plan Area (Figure 2). It aims to attract and facilitate infill development consistent with Government Code Section 65450 et seq. and Sacramento Planning and Development Code Chapter 17.904. A specific plan is for "[]the systematic implementation of the general plan for all or part of the area covered by the general plan" (Gov. Code 65450). The Specific Plan is consistent with and supports the 2040 General Plan's vision and policies for a vibrant corridor with diverse housing, commercial, and community uses.

The Neighborhood Action Plan is an action-oriented document aimed at guiding collaborative work to address the community's priorities in the surrounding neighborhoods. It relies on adopted policies in the General Plan, providing neighborhood-level guidance for what the community, in collaboration with the City and other organizations, can do to advance those citywide policies and actions on a local scale. The Specific Plan and Neighborhood Action Plan rely on the same background data and introductory language. Both are guided by the anti-displacement values. The Neighborhood Action Plan is found in Chapter 11: Implementation, Section 11.5, and is comprised of the Community Priorities and Priority Actions.

The Specific Plan Area is limited to the Stockton Boulevard corridor. During the drafting process, thorough consideration was given to the neighboring communities in the Neighborhood Study Area to gain a comprehensive understanding of the Specific Plan Area's context. The City does not regulate unincorporated county areas. All regulations in this Plan apply within the City boundary of the Specific Plan Area only.

Figure 1. Regional Location of Stockton Blvd Plan



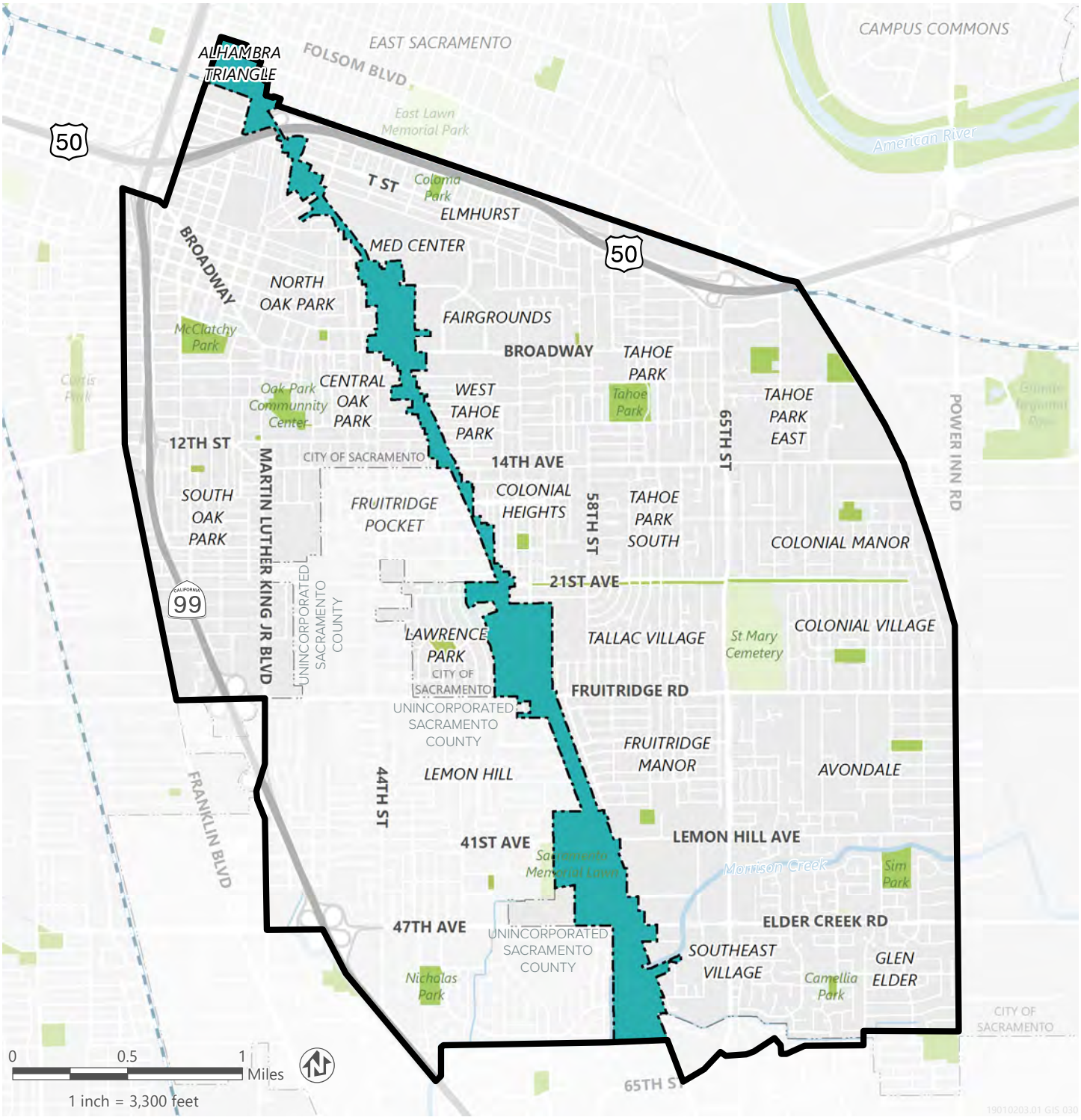
Specific Plan Area

The Specific Plan Area includes properties along a 4.5-mile stretch of Stockton Boulevard from Alhambra Boulevard to 65th Street.

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



1.4. 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:

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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

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.



1.5. Community Ambassadors

Recognizing that there are residents from a variety of language and cultural communities who may not interact with the City or may not trust city staff or consultants, the Engagement Team worked with a group of multilingual/cultural representatives who are known and trusted in the Black, Hispanic/Latino, Chinese, Hmong, and Vietnamese communities. This group was a subset of the City's Community Ambassador group, a pilot project that has since been expanded from serving just the Stockton Blvd area to serving BIPOC communities throughout the City. We thank the following individuals for their time, passion, and expertise to help their respective community members hear about, and engage with, the Plan:

- Conrad Crump
- Krystal Wu
- Juan Carlos Ruiz Guajardo
- Kao Ye Thao
- Linda Ng
- Mai Nguyen

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2 Stockton Boulevard Community Overview

2.1. Community History

Sacramento is within the ancestral homelands of Indigenous peoples, including the Nisenan people, Southern Maidu, Valley and Plains Miwok, Patwin Wintun people, and the people of the Wilton Rancheria. For thousands of years, Indigenous people traveled from the confluence of the Sacramento and American rivers south towards the area around the confluence of the San Joaquin and Sacramento rivers, shaping and affecting the landscape. The arrival of Euro-American explorers significantly disrupted the traditional ways of life for Indigenous peoples. Early explorers encroached upon and claimed Indigenous lands, which, along with the diseases they brought, led to the devastating displacement and decimation of Indigenous populations.

The discovery of gold and the ensuing Gold Rush led to a massive influx of miners and other immigrants to California. This swiftly transformed Sacramento's ranch-based economy and spurred the settlement's rapid development into a city. With urbanization and expansion of the transportation network within California, Stockton Boulevard was developed into a major commerce hub. The corridor as we know it today took shaper over 100 years ago when the Central Traction Company introduced a streetcar line connecting the cities of Sacramento and Stockton. This rail line enabled the subsequent subdivision and development of the land surrounding the corridor. 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, the City of Sacramento annexed much of the northern end of Stockton Boulevard including the neighborhoods of East Sacramento, Elmhurst, and Oak Park.

In 1950, less than one percent of the residents living in most of the neighborhoods along Stockton Boulevard, particularly on the east side of the street, were BIPOC, and some neighborhoods – such as Tahoe Park, Tallac Village, and Fruitridge Manor – did not allow African Americans due to restrictive covenants and other exclusionary race-based laws and practices.. However, African Americans, many of whom worked at the area's military bases, began to establish a small foothold in the Oak Park neighborhood, making up approximately eight percent of the neighborhood's population in 1950. Over the next decade, many of Sacramento's middle-class families and businesses relocated from older neighborhoods in and near the central city, such as Oak Park, to the new subdivisions emerging at the city's outskirts. While more affluent white residents moved to newer subdivisions, BIPOC residents (many of whom had already been displaced from Sacramento's downtown by urban renewal projects) moved into older neighborhoods that did not have the same racially-restrictive rules and regulations as the newer subdivisions.







Throughout the 1960s and 70s, the demographics of the corridor continued to shift to include more BIPOC communities, including large Vietnamese and Hmong communities of refugees fleeing the Vietnam War who settled around Fruitridge Road and Lemon Hill Ave. Simultaneously, UC Davis Medical Center displaced the State Fair and became a major employment base for Sacramento, bringing in new residents and businesses to the area. However, the construction of SR-99, U.S. Hwy 50, and I-5 both isolated the corridor from the central city and diverted through-traffic away from the area, further dividing and displacing BIPOC residents in these neighborhoods from the rest of the city.

Today, Stockton Boulevard continues to serve as an important transportation corridor, surrounded by some of the city's most ethnically and culturally diverse neighborhoods. The area's history has created a network of neighborhoods defined by the vibrant mix of language, music, food, and art that make Sacramento 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 from 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 Fruitridge Manor. 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.

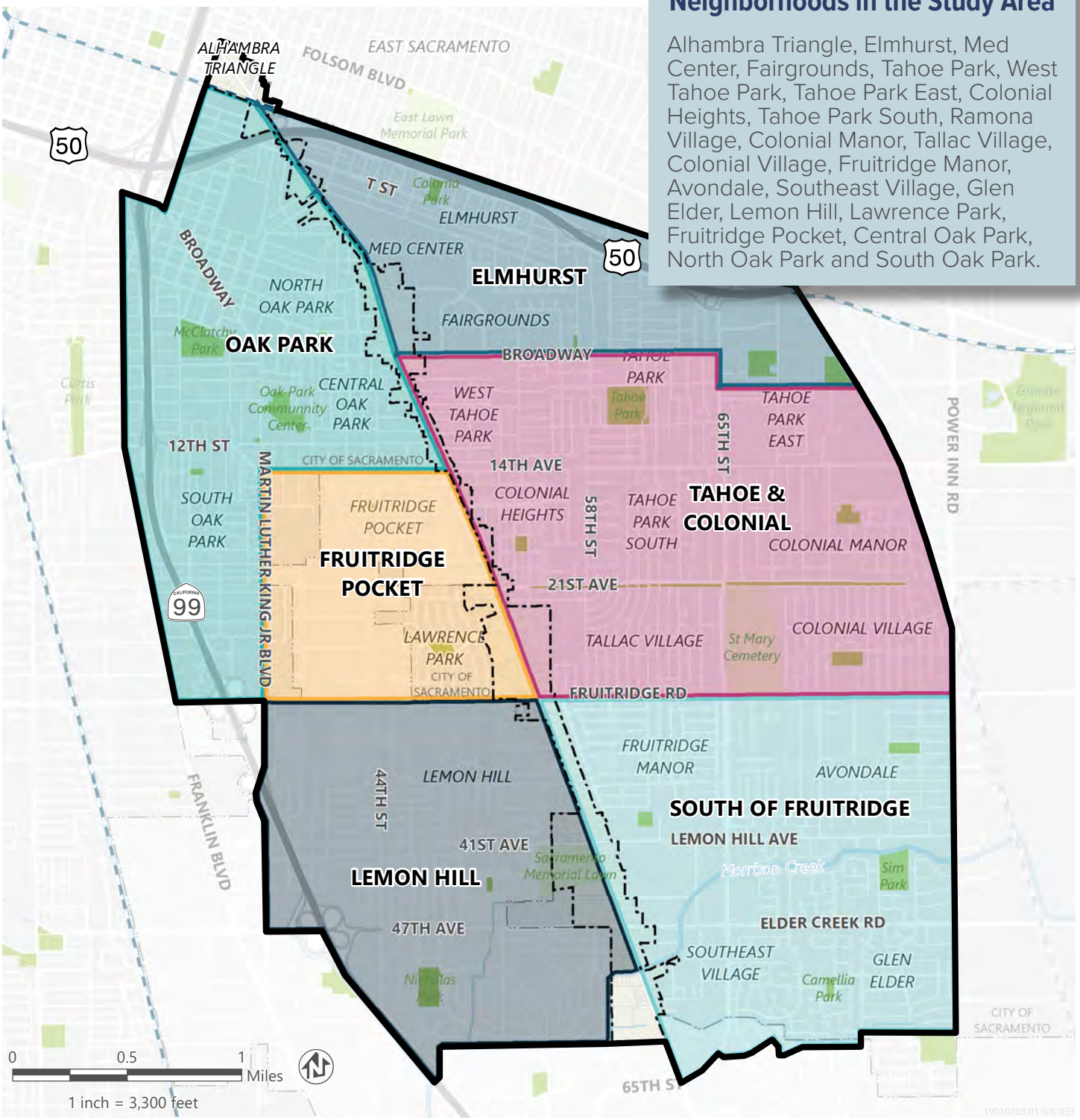
2.3. Historic Resources

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

Neighborhoods in the Study Area

Alhambra Triangle, Elmhurst, Med Center, Fairgrounds, Tahoe Park, West Tahoe Park, Tahoe Park East, Colonial Heights, Tahoe Park South, Ramona Village, Colonial Manor, Tallac Village, Colonial Village, Fruitridge Manor, Avondale, Southeast Village, Glen Elder, Lemon Hill, Lawrence Park, Fruitridge Pocket, Central Oak Park, North Oak Park and South Oak Park.



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

Subareas
Elmhurst
Fruitridge Pocket
Lemon Hill
Oak Park
South of Fruitridge
Tahoe & Colonial

Table 1. Listed Historic Resources in the Specific Plan Area

Resource	Location	Designation
Libby, McNeil, and Libby Fruit and Vegetable Cannery	1724 Stockton Boulevard	• National Register of Historic Places • California Register of National Historical Resources, • Sacramento Register of Historic and Cultural Resources
Colonial Theatre	3522 Stockton Boulevard	• California Register of Historical Resources
Caltrans Equipment Headquarters Auto Repair Shop	3400 R Street	• State Master List
Caltrans Equipment Headquarters Paint Shop	3400 R Street	• State Master List
Caltrans Equipment Headquarters Yard	3400 R Street	• State Master List
Caltrans Equipment Headquarters Administrative Building	3400 R Street	• State Master List
Caltrans Equipment Headquarters Shop A	3400 R Street	• State Master List
Caltrans Equipment Headquarters Truck Repair Shop	3400 R Street	• State Master List

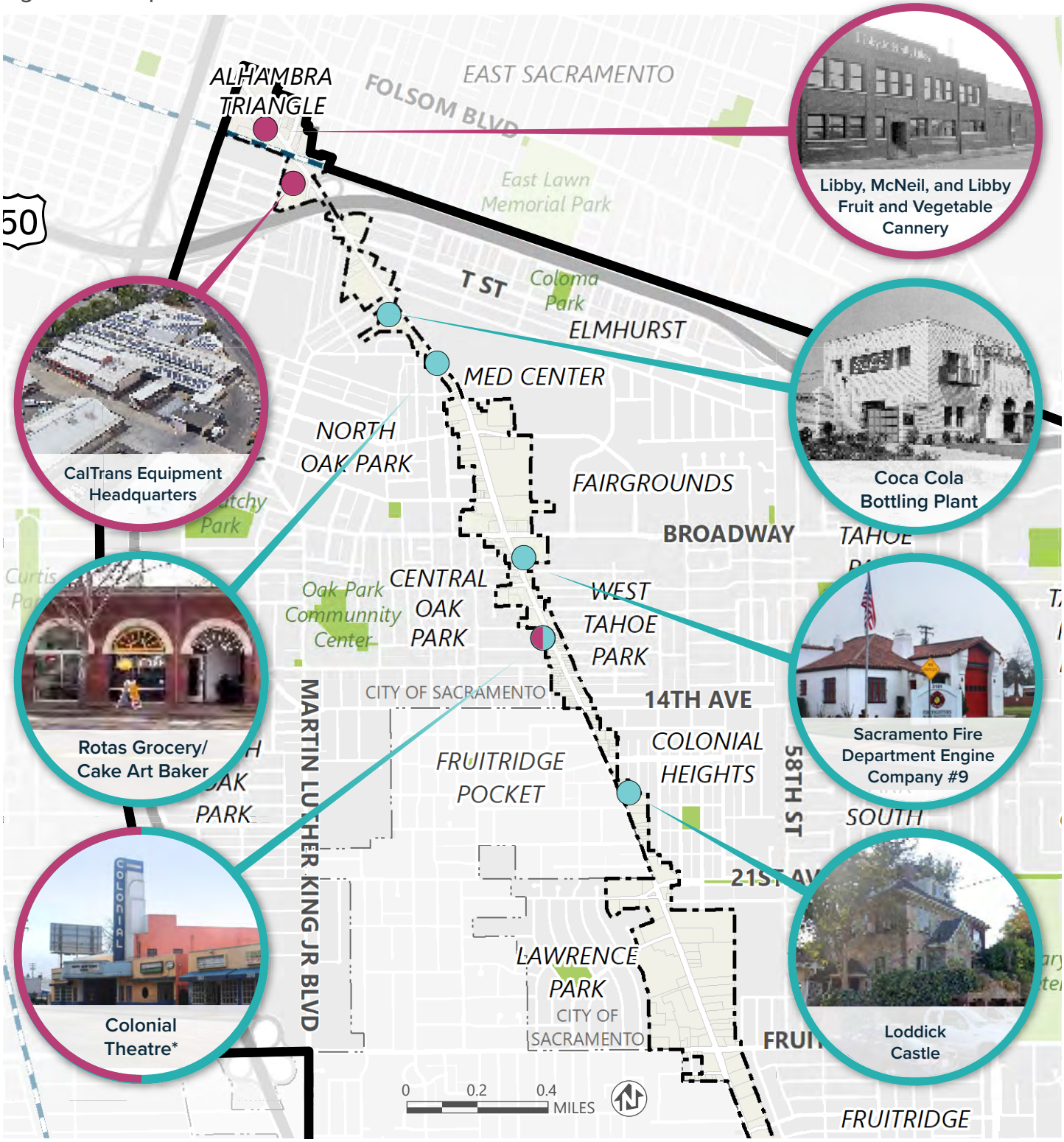
Source: Sacramento County BERD, March 2020.

Table 2. Potentially Eligible Historic Resources in the Specific Plan Area

Resource	Location	Designation
Colonial Theatre	3522 Stockton Boulevard	• National Register of Historic Places
Coca Cola Bottling Plant	2200 Stockton Boulevard	• National Register of Historic Places
Rotas Grocery/Cake Art Bakery (does not appear to be extant)	2330 Stockton Boulevard	• Sacramento Register of Historic and Cultural Resources
Sacramento Fire Department Engine Company #9	3101 Stockton Boulevard	• Sacramento Register of Historic and Cultural Resources
Loddick Castle	4311 Stockton Boulevard	• 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
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.*

2.4. Cultural Assets and Sense of Place

Stockton Boulevard represents the culture and ethnic diversity of a variety of communities in South Sacramento, including Indigenous, Black/ African American, Vietnamese, Chinese, Hmong, Iu Mien, Filipino, Pacific Islander, Hispanic, and Latino communities, 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 5 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. In 2010, the community successful advocated for the City Council to formally designate the area as "Little Saigon." 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 and markets 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 5. Resident Planning Team Memories and Favorite Places (2020)



Michael Benjamin II's Story

Story and photos from Michael Benjamin II, RPT member

Next door to my father's theater, the Repertory Theatre, was a liquor store called Anderson's Liquor owned by an African American male, Mr. Anderson. Across the street, where Chase Bank is now, we had a convenience store called Springer's. We had Mr. Brown's Barber Shop and Warner's nightclub on the corner as well. So, the corner really reflected the strength in Black business and that's what I grew up on and around.

I attended Tahoe Elementary School, then Cal Middle School, then Sacramento High School, so I've been around the Stockton Boulevard corridor pretty much my whole life. The theater closed in the mid-80s, and then reopened on Lawrence Drive across the street from what used to be the K-Mart and that theater was 120 seats. So, I was born and raised on this Boulevard. I've seen it; it's had its good times and its bad times as well.

My fear is with the development that displacement will take place, not only of the individuals but of the culture. We must get away from being able to come in and develop, smash down names of places where people who built the community were once at and just replacing the name with something new.

And so, Stockton Boulevard holds a deep, deep, deep place in my heart. That corner especially Stockton-Broadway because it was just bustling, bustling, bustling with Black businesses when I grew up and that had a positive impact on myself and the surrounding people there.

So, in doing this work I want to make sure that we are able to develop but not displace. That's important and that's who I am. I love Stockton Boulevard and I'm determined to make sure that the people who were able to create the infrastructure stay relevant, have a voice, and aren't removed from the place that they helped build.

Stockton Boulevard is cool for certain reasons. Stockton Boulevard is cool because there were people there like my father who made sure that the arts and the culture and things like that stay relevant. We're determined to make sure that does not disappear with new development.







Photos courtesy of Michael Benjamin I

2.5. 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 BIPOC. 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—the Economic Context Report (Appendix B) and the Residential and Commerical Gentrification Assessment (Appendix C).

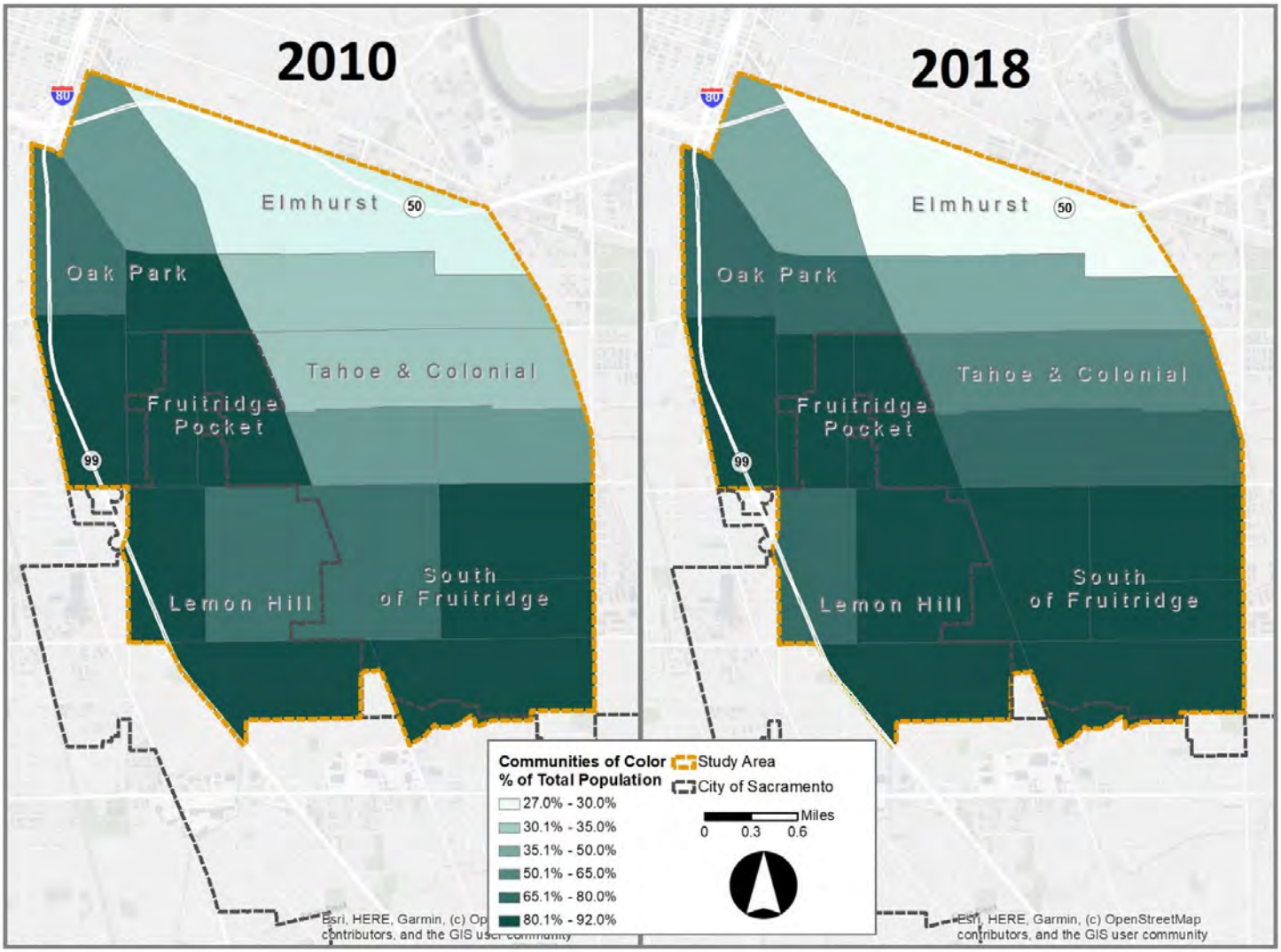




Changing Racial Demographics

Since the 1960's, many neighborhoods in the Neighborhood Study Area have historically been occupied by BIPOC communities (e.g., Indigenous, Black/African American, Vietnamese, Chinese, Hmong, Iu Mien, Filipino, Pacific Islander, Hispanic, and Latino). As shown in Figure 6, between 2010 and 2018, there were shifts in the racial and ethnic makeup of all neighborhoods in the Neighborhood 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 6. BIPOC Communities, Percentage of Total Population (2010-2018)

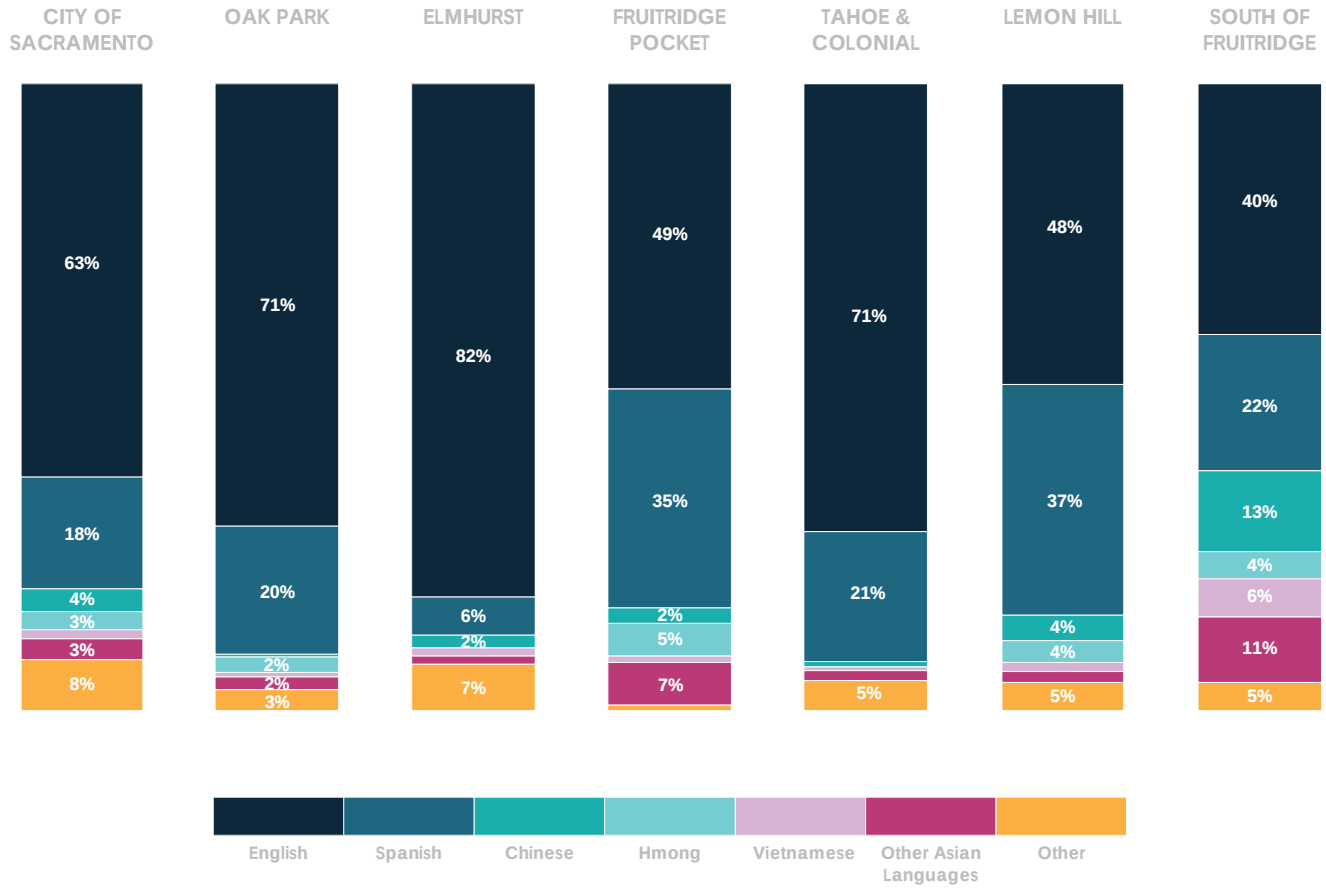


Source: Economic & Planning Systems, Inc.

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, Filipino, and several others. The most linguistically diverse neighborhood subareas, based on languages spoken in households, include the South of Fruitridge Area, Lemon Hill, and Fruitridge Pocket (see Figure 7). 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 Neighborhood 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 7. Linguistic Diversity (2018)

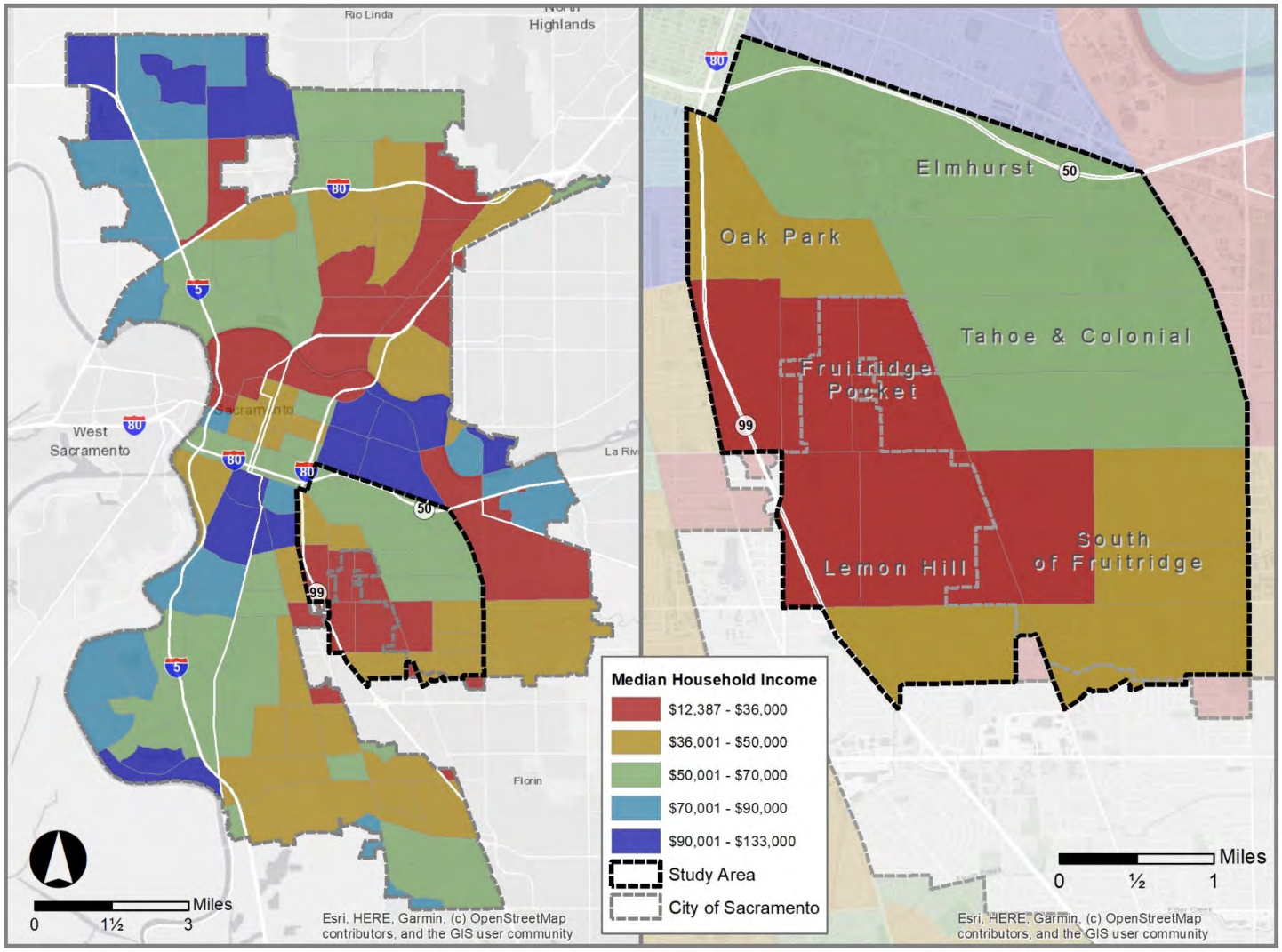


Source: 2018 American Community Survey, 1-Year Estimate

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 Neighborhood 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 and 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 8). 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, as of 2018.

Figure 8. Median Household Income: City of Sacramento and Neighborhood Study Area (2018)



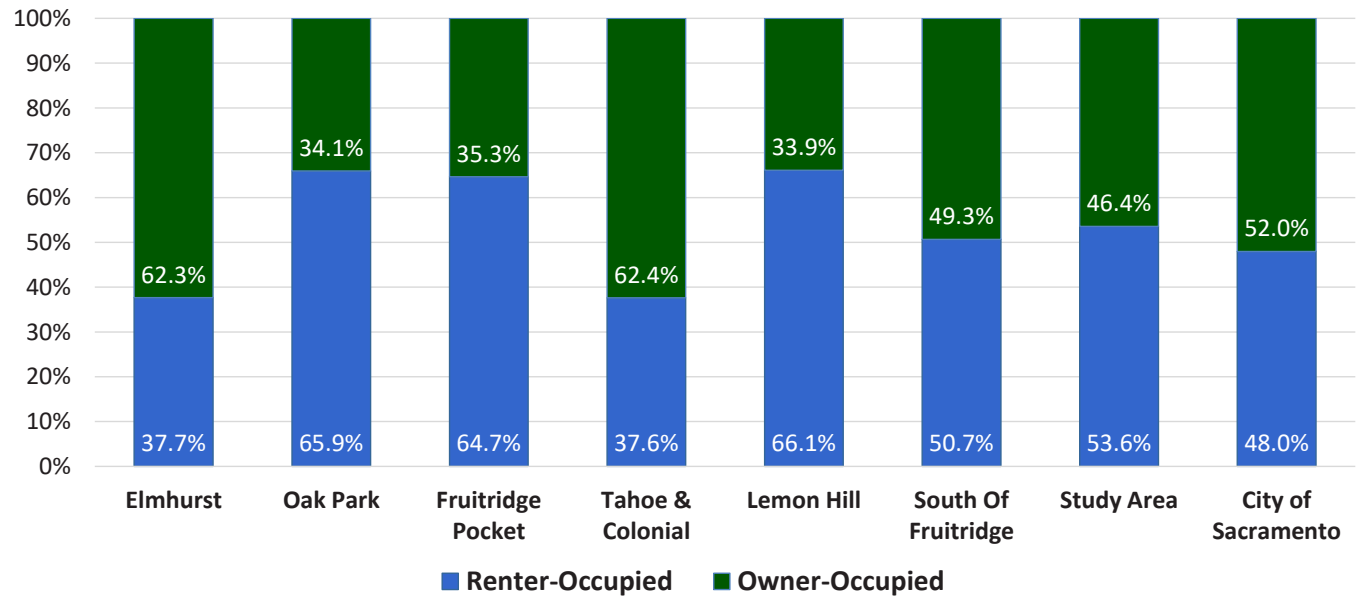
Source: Economic & Planning Systems, Inc.

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 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 9).

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 9. Housing Tenure Percentage: City of Sacramento and Neighborhood 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 Neighborhood 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 Neighborhood 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. The lack of homeownership in BIPOC communities can exacerbate poverty by preventing families from accumulating and transferring wealth, limiting access to resources, and perpetuating racial and economic inequality. Discriminatory practices, such as redlining, in the housing market have historically made it more difficult for BIPOC families to own homes. During the Great Recession, Black, Hispanic, and Latino populations were disproportionately impacted by foreclosures and subprime lending, further exacerbating the wealth gap and hindering economic progress is BIPOC communities.

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 10). 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.

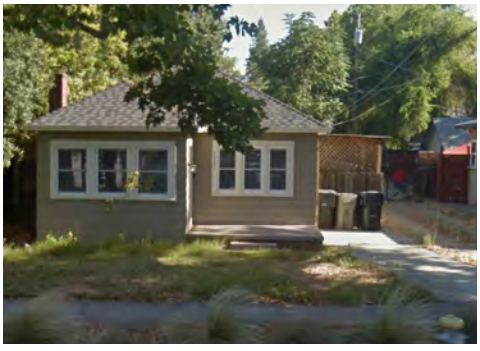
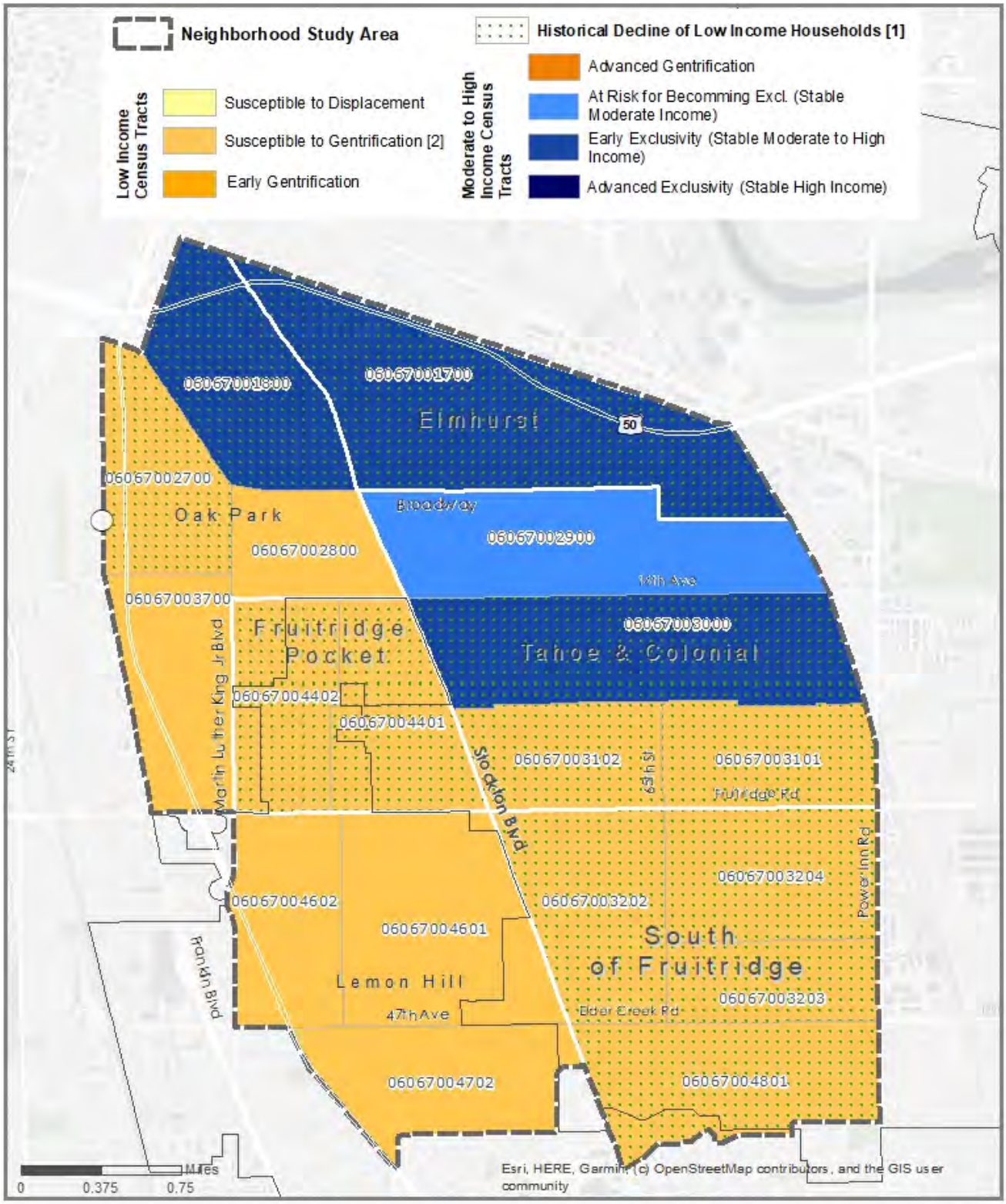






Figure 10. Neighborhood Study Area Residential Gentrification Assessment



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.

2.6. 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 need for housing, especially affordable housing, and supportive retail.

Office Demand

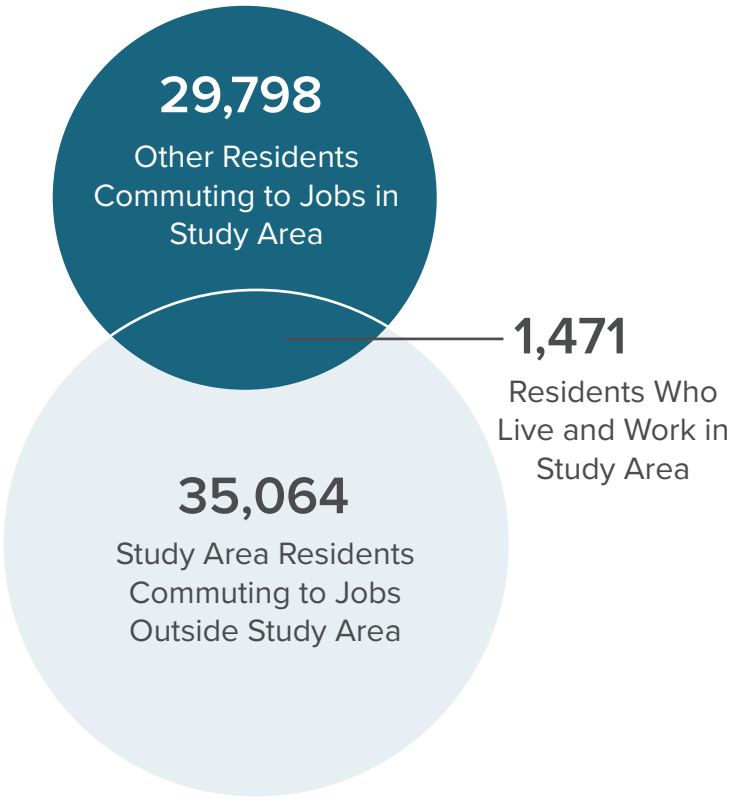
With a predominance of residential, medical, and retail space, the Neighborhood Study Area does not play a strong role in the City's office market. Between 2010 and 2020, only three additional office buildings were built in the Neighborhood Study Area, totaling 34,100 square feet. Monthly lease rates have decreased by about 29 percent in the Neighborhood 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 Neighborhood Study Area. There is little demand for office space in the Neighborhood Study Area and the market for medical office space will likely be fulfilled with the addition of Aggie Square.

2.7. 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 Sacramento Municipal Utility District (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 Neighborhood Study Area for work. Conversely over 95 percent of Neighborhood Study Area workers commute in from outside the area (see Figure 11).

Figure 11. Employment Inflow-Outflow (2018)



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.

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

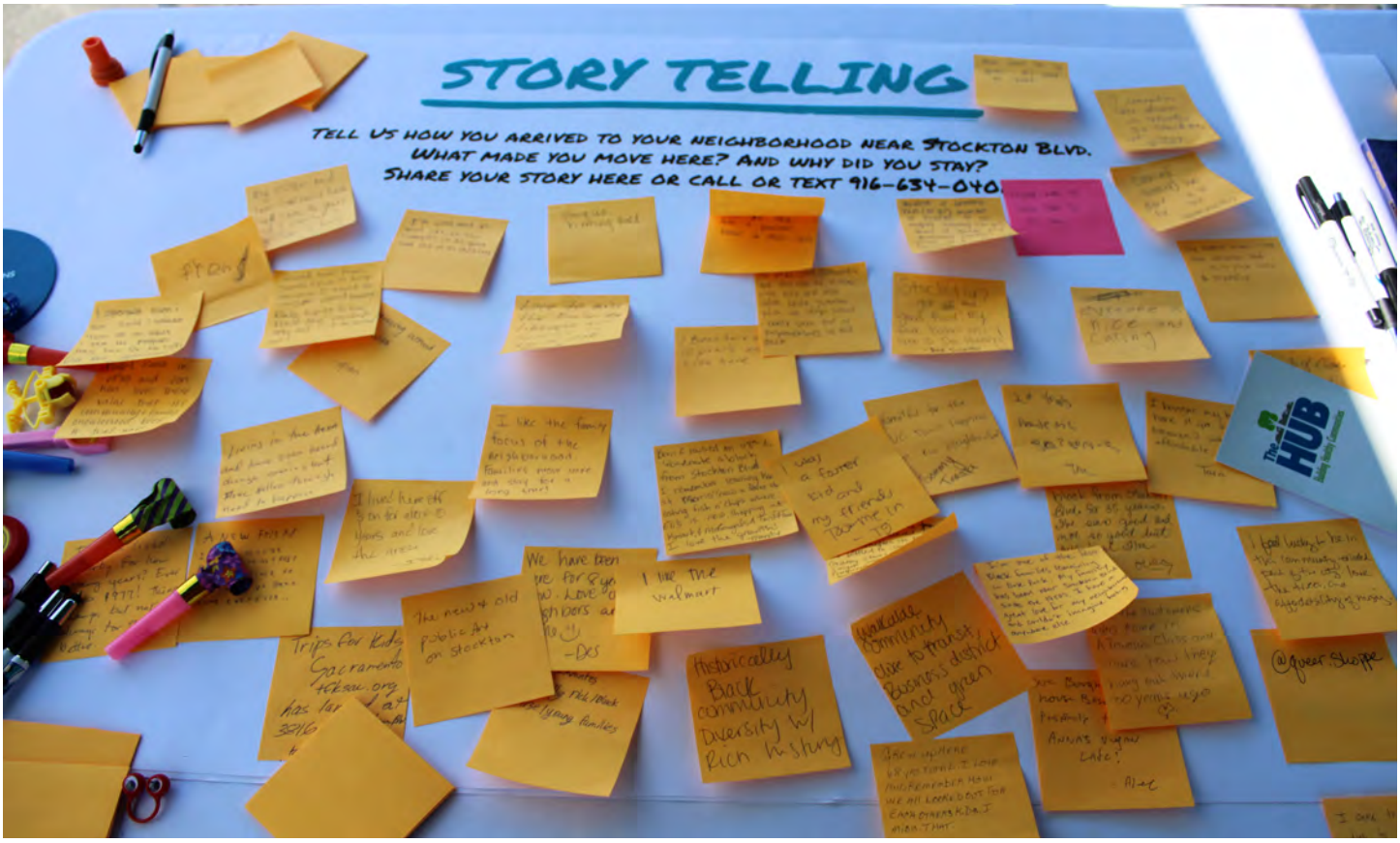
SMUD provides electrical service to customers located within the Specific Plan Area. Power is transmitted to the Specific Plan Area by a 12kV and 21kV distribution system. There are three different 21kV substations that feed the Stockton Boulevard area. Specifically, SMUD Mid-City substation, East-City 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



Feedback received at the Spotlight on Stockton event in October 2022.

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 achieve the following three goals. The Plan documents some of the results; however, to acheive these goals, implementation is just as important. The engagement strategy used a variety of approaches with the ultimate objective of involving all facets of the community and empowering them to carry on the 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.
- Reach out to underserved communities that have been historically excluded from such community planning efforts, including BIPOC 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.



With the support of local consultant Everyday Impact Consulting, the City initiated the Community Ambassador program in 2022 to serve Hmong, Vietnamese, Cantonese, and Mandarin speakers, as well as the Black community.



The Engagement Team hosted a BBQ and movie night at Mutual Housing on the Greenway as part of collecting input on the Plan.







The Engagement Team held Plan pop-ups at places locals visit, including Colonial Heights Library, grocery stores, and affordable housing sites.

2. Build Neighborhood Capacity

- Raise awareness for the planning process to allow for greater and more 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.

Local artist, Aliyah Sidqe, was hired to design the logo.



With the help of Resident Planning Team members, the City paid local artists and businesses to provide entertainment and food for community events.



A group of residents from a wide variety of neighborhoods along the corridor provided oversight and support during the planning process as the Resident Planning Team.





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.





Representatives of other initiatives were invited to participate in Stockton Blvd Plan events, including Celebrate Stockton Blvd and Spotlight on Stockton.

The City engaged a local consultant team, including two community-based organizations, Building Healthy Communities and Civic Thread, to keep planning funds inside the community, build local capacity, create authentic/transparent engagement, and support community leadership.

3.3. Outreach Process

Outreach began in the Fall of 2020 and has continued regularly throughout the process. Figure 12 provides a timeline of the project and key outreach activities.

Figure 12. Timeline of Outreach Activities



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 for each phase of the planning process (see Community Engagement Methods below). A detailed description of individual activities, outreach materials, and summaries are compiled in Appendix A.

Phase 1: Inventory

During the first phase, the Engagement Team began to gather information about the Neighborhood Study Area and started to work on the various existing conditions reports. The results of these reports were later used to inform the draft strategies. This phase also included a draft engagement strategy based on the community engagement goals listed in Section 3.2 Community-Centered Planning Process.

Phase 2: Issues and Priorities

In the Fall of 2020, the Engagement Team recruited a group of residents to advise and ensure that the community is well-represented in developing the ideas to be included in the Stockton Blvd Plan. The Engagement Team started the first of many Resident Planning Team (RPT) meetings to discuss the issues in the corridor and surrounding neighborhoods and how to engage residents in the planning process.

Phase 3: Visioning

On February 10, 2021, the RPT and Engagement Team held the first large meeting for the planning effort—Stockton Blvd Plan: Reflect, Connect, Affect. The workshop focused on understanding ideas for the future of the corridor. After the event, visioning responses were organized into six themes:

1) Placemaking, Arts, and Culture
2) Mobility, and Transportation
3) Environment and Public Health
4) Inclusive Economic Development
5) Housing and Anti-Displacement
6) Other and Multi-issue.

COMMUNITY ENGAGEMENT METHODS

The Engagement Team used a wide variety of methods to engage and involve residents, business owners, landowners, organizations, and other stakeholders including:

- Community celebrations
- Online community conversations/events
- Surveys
- Translated materials
- Interpretation
- Resident Planning Team
- Multilingual/multicultural community ambassadors
- Pop-up events
- Multilingual videos
- Office hours
- Online documents/interactive review



Pop-Up events were held to collect input from the community.

These topics influenced the direction for the planning effort. The Engagement Team developed draft vision statements and conducted an online survey asking for input on the various phrases. The input was used to create a draft vision statement.

Phase 4: Strategies

Using the input from the large workshop, the RPT and City staff brainstormed strategies during working group meetings in April and May of 2021 on the following topics: Environment and Public Health; Placemaking, Arts and Culture; Inclusive Economic Development; Housing and Anti-Displacement; and Mobility and Transportation. Two topics were elevated as being of higher importance and the Engagement Team held online community conversations on June 23 and July 1, 2021, centering around anti-displacement strategies and community ownership models. These two meetings included panels of organizations and individuals working on these topics as well as discussion with attendees. The City continued to meet with the RPT throughout 2021, discussing the engagement activities as well as collecting ideas for what should be included in the Plan.

On July 20, 2021, City staff conducted a scoping meeting to kick off the environmental review and collect ideas for what should be analyzed. On August 25, 2021, 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.

Throughout September and October, the Engagement Team held a series of engagement events to gain input from residents and business owners on potential strategies. These included:

1. Online Surveys in English, Spanish, Hmong, Cantonese, Mandarin, and Vietnamese.
2. Pop-up events at the library and two affordable housing projects on September 11, September 23, and October 21, 2021, respectively.
3. A multilingual discussion at Will C. Wood Middle School on September 22, 2021.
4. An online discussion on September 29, 2021.
5. Celebrate Stockton Boulevard on October 23, 2021. This celebration included a resource fair, entertainment, free food, and a chance to review the strategies and provide input.

6. Harvest Festival on October 28, 2021. The Engagement Team held a Harvest Fest for the community members with food, raffle prizes, and a discussion about the future of Stockton Boulevard. Along with English, materials and staff were available for Chinese (Mandarin and Cantonese), Spanish, Hmong, and Vietnamese speakers.

Phase 5: Create Draft Plan

When reviewing the input, the Engagement Team made changes to the schedule and plan to accommodate input the team received. One idea was to add another draft to the schedule to give the community a chance to work on the Plan before it was complete. The Engagement Team reviewed the input that the team collected and used it to draft a Community Working Version of the Stockton Blvd Plan. The second idea was that the Plan should be built around anti-displacement values, which are now included.

Phase 6: Community Working Version

The Community (Working Version) Stockton Blvd Plan was published in July 2022, as a work in progress. It was prepared based on what the community said in prior phases. The Working Version provided the Engagement Team a chance to work together with residents and business owners to ensure this document would reflect community priorities and values. From July to October 2022, The Engagement Team collaborated with residents and business owners on how to make the Plan better. The engagement included:

1. An online version of the Plan to collect comments, questions, and ideas.

2. An online anti-displacement community conversation on September 23, 2022 to review the Plan's anti-displacement framework and actions.



A family learns about the Stockton Blvd Plan at a community pop-up event.

3. Spotlight on Stockton event on October 8, 2022, to hear from residents, businesses, and community members on what they love about the area and what matters most to them for the Stockton Blvd Plan. This event included games, free food, and raffles. Members of the RPT helped to plan and host the event. Interpreters were available for Hmong, Cantonese, Mandarin, Vietnamese, and Spanish speakers.
4. Six meetings and consultation with multilingual/multicultural partners. The Engagement Team met with Community Ambassadors who advised on how best to engage the African-American, Hmong, Chinese, Hispanic, and Vietnamese communities. These individuals also planned and supported additional engagement to these various communities.
5. Four pop-up events with translated materials and community ambassadors and/or interpreters for the appropriate languages. The Engagement Team hosted a table at the Mid Autumn Festival on September 10, 2022, and included a Vietnamese interpreter. On September 17, 2022, the Engagement Team had a table at La Superior, focused on Spanish and English speakers. On September 24, 2022, a pop-up was held at A&A Market, which focused on Vietnamese and English speakers. The final pop-up was held at SF Market on October 13th and focused on Chinese and English speakers.
6. Stockton Blvd Plan Office Hours. Between October 17-27, 2022, City staff conducted open office hours, hosted by the Stockton Boulevard Partnership. While the office hours were open to all, the City focused on reaching business owners and property owners to discuss and provide input on the Community Working Version of the Stockton Blvd Plan.

Phase 7: Update Plan

City staff reviewed the input from Phase 6, which included the following ideas:

1. The Plan is too complicated and hard to read.
2. Support for having anti-displacement values as part of the Plan, but there was a desire to make sure the rest of the Plan was more clearly tied to the values. Anti-displacement values were more important to reviewers than the vision statement.
3. Need more clarity on how input from the community engagement was addressed throughout the Plan.
4. There are too many actions, and it is unclear how they will be implemented.
5. The Plan should address safety concerns, especially crime and poor physical conditions along the corridor.
6. The Plan should address the lack of greenery and gathering spaces in the area.
7. The Plan should address ways to increase active land uses for families and youth.
8. The Plan should better reflect personal and collective stories.
9. Substantial input received on mobility and transportation.

City staff updated the Plan to address the above comments. This draft is released as the Public Review Draft Stockton Blvd Plan.

Phase 8: Public Review Draft Plan/EIR

This phase included circulating the Public Review Draft Stockton Blvd Plan and Environmental Impact Report (EIR) for review and comment. During the review period, City staff provided email updates, connected with RPT members and other key careholders to provide individualized updates, held an educational game night, shared flyers at community meetings, released a video showing how to navigate and comment on the Plan, and collected input from the interactive website. The EIR review period was open for 45 days.

Phase 9: Adopt Plan

This phase includes public meetings and hearings with decision-makers. This discussion will be updated with the Final Draft.

Resident Planning Team

The Engagement Team collaborated with 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 RPT was offered a stipend for participation in the process. Meetings began in the Fall of 2020 and occurred monthly throughout 2021. Since inception, there have been a total of 11 RPT meetings (plus 5 additional working group meetings). Figure 13 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.

Community Conversations

Anti-Displacement and Community Ownership

The Engagement Team hosted three 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 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.

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 American Sign Language (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.



Community members enjoy food provided from local businesses at an engagement event.



Community members at a grocery store pop-up event.

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 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 cPALSs)







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 Boulevard residents and stakeholders over a series of community engagement sessions identified throughout this chapter. The priorities listed are not actionable steps required to be undertaken by the City for implementation of the Specific Plan, but rather provide a high-level summary of the main priorities and concerns that residents and community members identified during the engagement process. The key themes are as follows:

- Land Use
- Housing
- Culture, Arts, and Community Character
- Inclusive Economic Development
- Environment, Public Health, and Safety
- Community Engagement and Capacity Building
- Mobility and Transportation

Land Use

Community members enjoy the diversity of businesses along the corridor but are concerned about the number of vacant lots and the negative activities that happen near and on those lots. Most want to see more active land uses and would welcome more family-friendly uses as well as activities and resources for children, youth, and seniors. The importance of housing was emphasized over and over again. Many community members said they would like to see vibrant public spaces that can be used for gathering for festivals, street markets, pop-up events, and nightlife, especially within Little Saigon. It is important to community members that there be a mix of community-serving businesses that are within walking distance of homes and workplaces.

Land Use Community Priorities

LU-1: Activate Vacant and Underutilized Sites

LU-2: Increase Active Land Uses Along the Corridor

LU-3: Support Family and Child-serving Land Uses

Housing

Maintaining an affordable and stable housing stock and preventing residential displacement are of critical concern. Surveyed residents, workers, business owners, and other stakeholders say they would like to see a mix of residential dwelling types, including units for families, unhoused neighbors, seniors, the workforce population, people with disabilities, and those formerly incarcerated. It is important that single- and multi-family units and accessory dwelling units (ADUs) are designed to be sensitive to the existing community context. New housing is needed immediately to address existing

Housing Community Priorities

H-1: Connect Residents to Resources and Programs to Keep them Housed and Build Generational Wealth

H-2: Provide all Types of Housing to Serve the Diverse Needs of Residents

H-3: Ensure Tenant Protections and Support Tenant Rights

H-4: Address the Needs of Unhoused Neighbors and Provide for Safe, Clean, and Comfortable Shelters and Long-Term Housing

shortages and to prevent further price increases. Community members emphasized the need to protect tenants by providing resources to keep them safely housed. They would also like to see more resources and programs for those who are experiencing or at risk of experiencing homelessness. Community members want to increase homeownership opportunities for existing residents as well as welcome alternative land ownership models, such as community land trusts and cooperatives. Many people expressed concerns that housing resources are decentralized and difficult to access. Overall, Stockton Boulevard residents want to be able to choose to stay in their homes and have access to affordable and well-maintained housing as well as resources and programming.

Culture, Arts, and Community Character

Community members want to protect, celebrate, and enhance the cultural and ethnic diversity, art, and community-centered character of the of Stockton Boulevard corridor and its surrounding neighborhoods. Community members are proud of their local history, places, and businesses including the Oak Park Community Center, Colonial Heights Library, Little Saigon, and Colonial Theatre, among many other sites. A mix of local-serving businesses and public spaces provide culturally relevant services, art, recreation, and entertainment in the community. Commenters voiced a desire to integrate culture and arts, including events and other temporary activities. There is an interest in a multi-faceted approach to the planning, design, and management of public and private spaces that capitalizes on the local community's assets, inspiration, and potential, with the intention of promoting the cultural diversity, health, happiness, and well-being of the Stockton Boulevard and neighboring areas.

Culture, Arts, and Community Character Community Priorities

CACC-1: Celebrate and Enhance the Creativity, Diversity, and Beauty of the Stockton Boulevard Area and its People

Inclusive Economic Development

Community members love the local, community-serving businesses on and near Stockton Boulevard because they are reflective of the various cultures that are present in the area. These businesses contribute economically, as well as culturally, to the corridor's vitality and distinctiveness. Therefore, community members expressed an immediate need for programs to support the existing businesses to ensure their health, prosperity, and retention. In addition, it is a common desire for there to be greater economic activity, opportunity, and resources for small businesses. It is important to commenters that there be workforce training and support to connect local residents to existing and new jobs, especially for low-income and BIPOC residents.

Inclusive Economic Development Community Priorities

IED-1: Expand Job Opportunities for Existing Residents

IED-2: Support the Growth of Small Businesses

IED-3: Support Households in Gaining Access to Financial Institutions and Being Connected with Training and Resources to Enhance Financial Empowerment

Environment, Public Health, and Safety

Residents, businesses, and visitors alike desire a safer and more secure environment along the Stockton Boulevard corridor. Many voiced safety concerns in public space related to unlawful and undesired activities, including drug use, sex trafficking, and littering. The poor physical conditions of the corridor that commenters cited include vacant or blighted lots and storefronts, littered streets, minimal lighting, few protected street crossings, and unpleasant roadway and sidewalk conditions. Community members identified environmental health concerns such as air pollution, contaminated water, hazardous waste, and an inadequate tree canopy and shade. While community members expressed their love of the corridor, they want to have better walking and bicycle connections and bus services that provide safer and more comfortable access to schools, jobs, grocery stores, health care, and other destinations during the day and night. Residents would also like to see more parks, playgrounds, and other public gathering spaces. It is important to residents that they have greater access to healthy food options in the Neighborhood Study Area.

Environment, Public Health, and Safety Community Priorities

E-1: Increase Safety, Security, and Comfort Along the Corridor for Residents, Businesses, Workers, and Visitors

E-2: Expand Access to Affordable and Healthy Food

E-3: Reduce Environmental Pollutants

E-4: Ensure Adequate Access to Quality Healthcare

E-5: Increase the Number of Public Gathering Spaces

Community Engagement and Capacity Building

Community members call for meaningful collaboration between the City, residents, and small business owners when it comes to the development and implementation of policies and actions of the Stockton Blvd Plan. Residents and businesses expressed a desire to see the Plan include actions that are easily understandable, accessible, and implementable by various partners, including individuals and organizations in the community. Additionally, to better support residents and local businesses, community members voiced a desire to see greater outreach and guidance efforts on City programs, services, and processes. People asked for consistent distribution of accessible and easily understandable public information and resources to stay informed and aware of projects, programs, and resources. Community members recommended engagement strategies that are more direct, including face-to-face approaches that uplift community stories.

Community Engagement and Capacity Building Community Priorities

CE-1: Ensure that Youth are Supported Through Education, Engagement, Activities, and Job Training

CE-2: Improve Communications and Outreach Between the City and the Community and Ensure that Resources and Important Information is Shared Equitably

Mobility and Transportation

Stockton Boulevard is a major transportation corridor to the Central City and surrounding neighborhoods. Community members want an improved walking and bicycling environment along the corridor with safer routes to schools, parks, businesses, and other landmarks. Residents expressed interest in improving conditions for walking, bicycling and driving along the corridor, with concerns about driving speeds, gaps in the bikeway network, and improving the walking environment with crossings, lighting, and landscaping. Overall, residents would like to see "complete streets," where the street network is improved for people walking, biking, driving, and riding transit instead of a prioritization of vehicular transit.

Mobility and Transportation

Mobility and Transportation is addressed through adopted transportation-specific documents, including the Stockton Boulevard Corridor Plan, incorporated by reference and available for review in Appendix F.

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LAND USE SUMMARY

The goal for this topic is to ensure that ***a vibrant corridor flourishes with thriving commercial spaces, a wide variety of housing options, and abundant entertainment and recreational amenities.***

This topic addresses the following anti-displacement values:

Justice and Equity

Growth and Stability

Health and Wellbeing

For more information on the anti-displacement values, see Chapter 1: Introduction.

COMMUNITY REFLECTIONS



"[A]ll the businesses you need [should be] within walking distance, so you wouldn't need to leave your neighborhood to get all the things you need."

"Bring foot traffic into Stockton Boulevard, walking dogs, bring grass, park benches, [and] cut down emission and pollution."

"It is important that projects along the corridor speak to the area and not just anywhere."

"Stockton [Boulevard] is missing art, a hardware store, and museums -- things that should belong in a neighborhood."

"Lugares donde los niños aprenden artes." (Places where children can learn art)



These quotes were taken directly from responses we heard from the community during outreach events.



What does the community say are the most important land use priorities?

- Activate Vacant and Underutilized Sites. (Community Priority LU-1)
- Increase Active Land Uses Along the Corridor. (Community Priority LU-2)
- Support Family- and Child-serving Land Uses. (Community Priority LU-3)

For more information on these community priorities, see Chapter 11: Implementation.

What existing policies, plans, or programs address this topic?

- 2040 General Plan
- Fruitridge-Broadway Community Plan
- City Planning and Development Code
- Broadway-Stockton Special Planning District (SPD)
- City Design Guidelines

For more information on existing policies, plans, and programs, see Chapter 4: Land Use.

What are the priority actions in the Neighborhood Action Plan?

- **Vacant Lot Adoption Program:** Explore a pilot program that connects landowners with interested individuals/organizations willing to maintain an active use, such as playgrounds, open space, community gardens, or gathering space. (Priority Action LU-1a)
- **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. (Priority Action LU-3a)

For more information on priority actions, see Chapter 11: Implementation.

4 Land Use

***Goal LU-1**: A vibrant corridor flourishes with thriving commercial uses, a wide variety of housing options, and abundant entertainment and recreational amenities.*

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 and Design Guidelines.





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

4.2. Existing Policies, Plans, and Programs

2040 General Plan

The 2040 General Plan Land Use Map and map of Maximum Allowable FAR guide development approvals as projects are proposed. The Stockton Blvd Plan is consistent with, and implements, the policies and actions of the General Plan including the following:

- **LUP-2.3 Diverse Centers and Corridors.** The City shall encourage the development of centers and corridors that address diverse community needs, support local market opportunities, are well-served by transit, and are well-integrated with the surrounding neighborhoods.
- **LUP-6.4 Neighborhood Form.** The City shall recognize the patterns in existing neighborhoods by developing defined transitions between these neighborhoods and adjoining areas, and by requiring that new development, both private and public, consider the existing physical characteristics of buildings, streetscapes, open spaces, and urban form of the neighborhood in its design. Designs may be traditional or contemporary but should contribute to the livability of the neighborhood.
- **EJ-2.10 Urban Agriculture Incentive Zone.** The City shall continue to implement the Urban Agriculture Incentive Zone to facilitate activation of vacant and undeveloped spaces and improve access to fresh, healthy, and affordable foods.
- **EJ-2.16 Discourage Unhealthy Uses.** The City should discourage the establishment of new drive-through restaurants, alcohol permits for off-site sales, and tobacco sales points near food deserts, schools, and pedestrian priority areas.
- **FB-LUP-2 Stockton Boulevard Revitalization.** The City shall continue to develop and implement the Stockton Blvd Plan to extend revitalization programs for Stockton Boulevard to the area between Alhambra Boulevard and Riza Avenue, with the objectives of improving the quality of life and economic opportunity for existing residents and businesses along the corridor, increasing community ownership, and building local capacity.
- **YPRO-2.7. Child/Older Adult Care.** The City shall encourage the development of reasonably priced high-quality childcare and older adult care facilities and services in a variety of settings, including in residential neighborhoods and near work sites.

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.



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.

City Design Guidelines

The City's design guidelines and development standards provide design guidelines and principals for residential, commercial, industrial, and business park uses, as well as historic districts and landmarks, 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 these standards.

Airport Land Use Consistency

The Specific Plan Area partially overlaps the Sacramento Executive Airport influence area. Any development within the airport influence area shall comply with City Code Chapter 17.312, the Airport Land Use Commission Law in California Public Utilities Code section 21670 et seq., and the Executive Airport Comprehensive Land Use Plan.

4.3. 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 4 and a summary of the area of each type of land uses is included in Table 3.



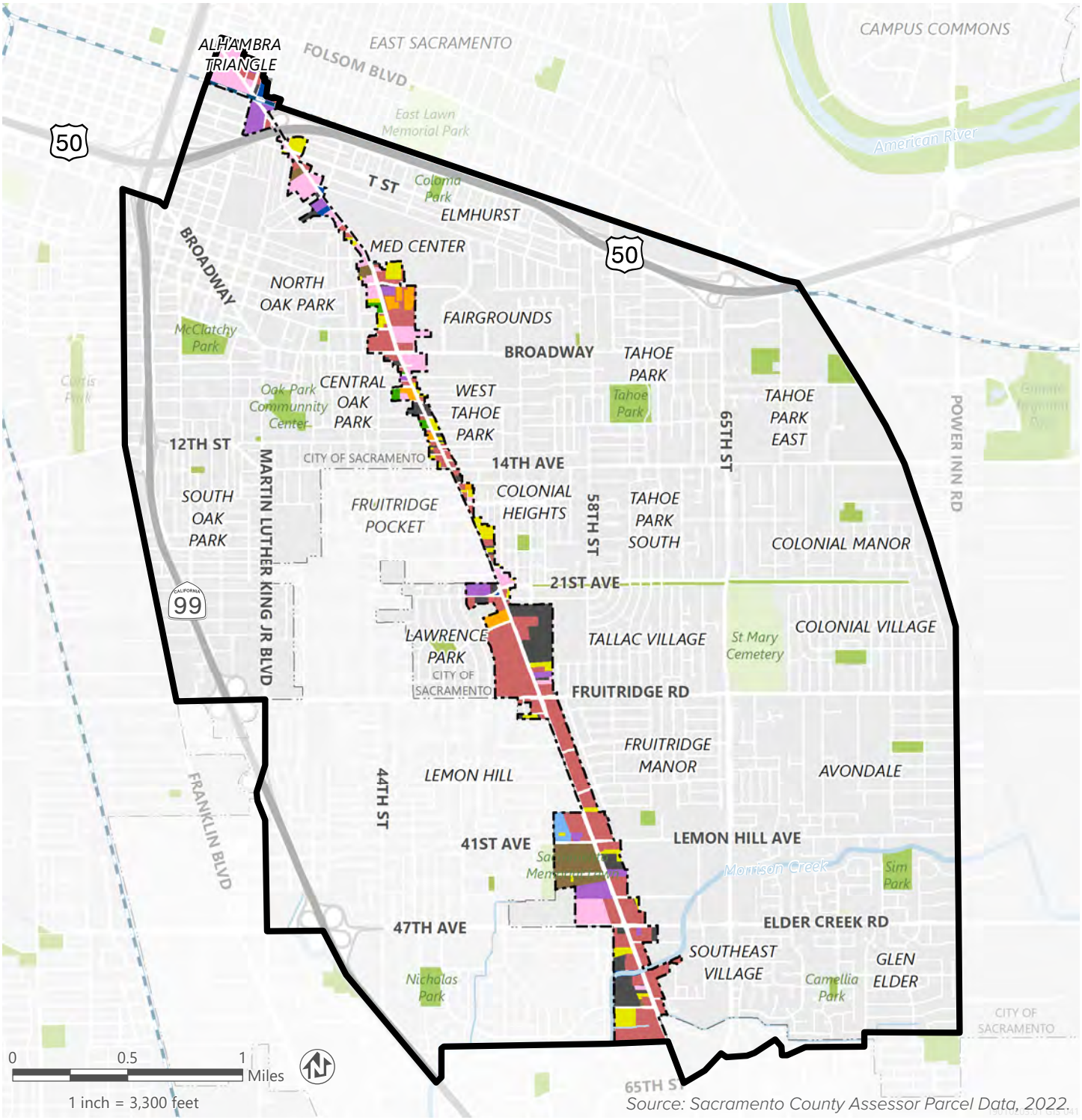
Office uses account for nearly 15 percent of the land on the corridor.

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.

Figure 14. Existing Land Uses



Source: Sacramento County Assessor Parcel Data, 2022.

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

Vacant and Underutilized Areas

With many vacant sites and 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 vacant and underutilized areas within the Specific Plan Area.

Anticipated Development Projects

Stockton Boulevard is ripe with development opportunities. In addition to the $1 billion Aggie Square development at UC Davis, there are currently (2024) several housing developments approved and in the pipeline, including nearly 1,700 units of housing of which at least 600 units will be affordable to lower-income residents.



Aggie Square 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.

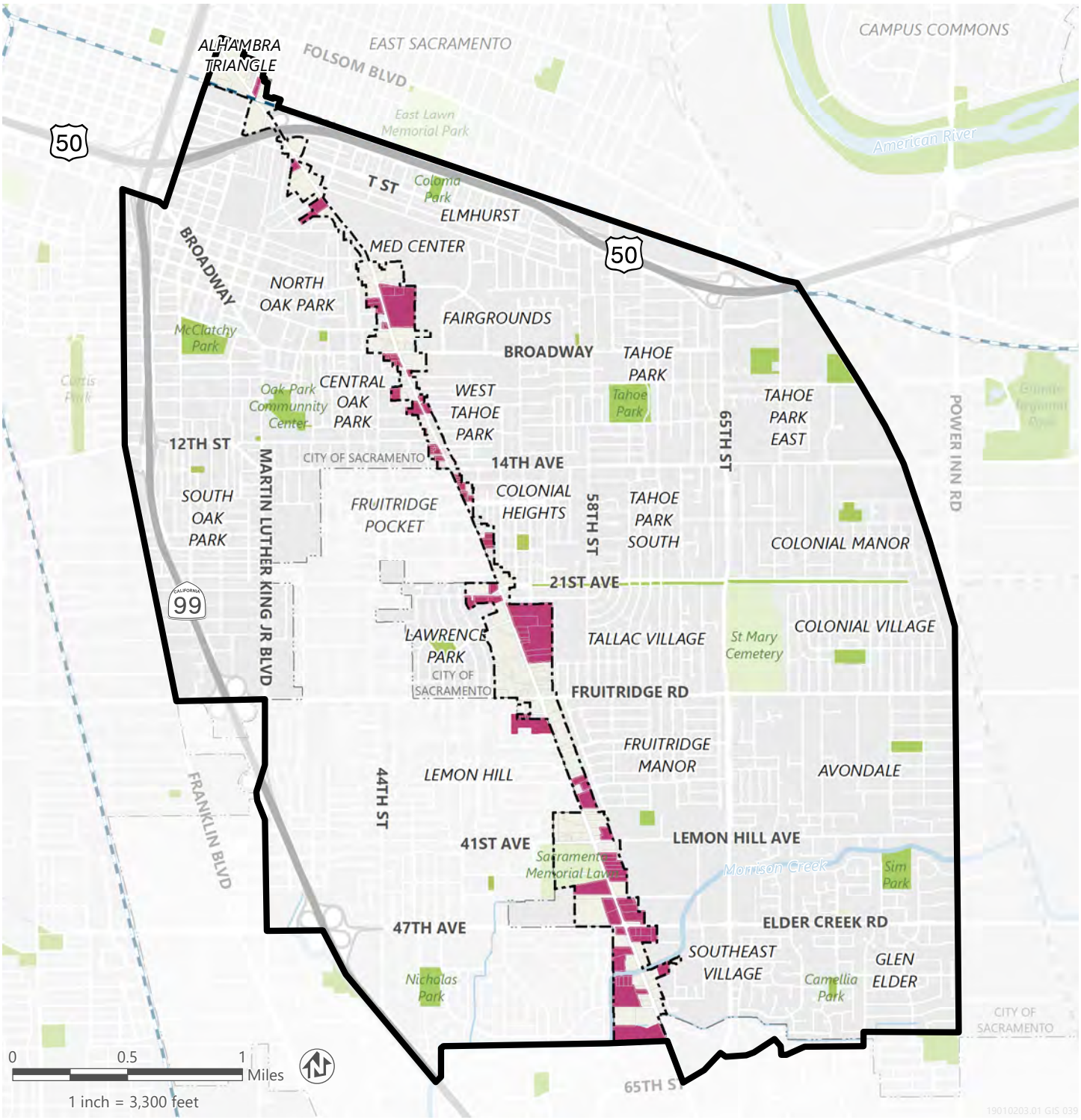


The Gateway is a proposal for 196 housing units and ground floor retail on either side of Stockton Blvd at 9th and 10th Avenues.



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.

Figure 15. Vacant and Underutilized Areas (2022)



4.4. 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, and the City Design Guidelines.

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 incorporates 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/Quasi-Public.

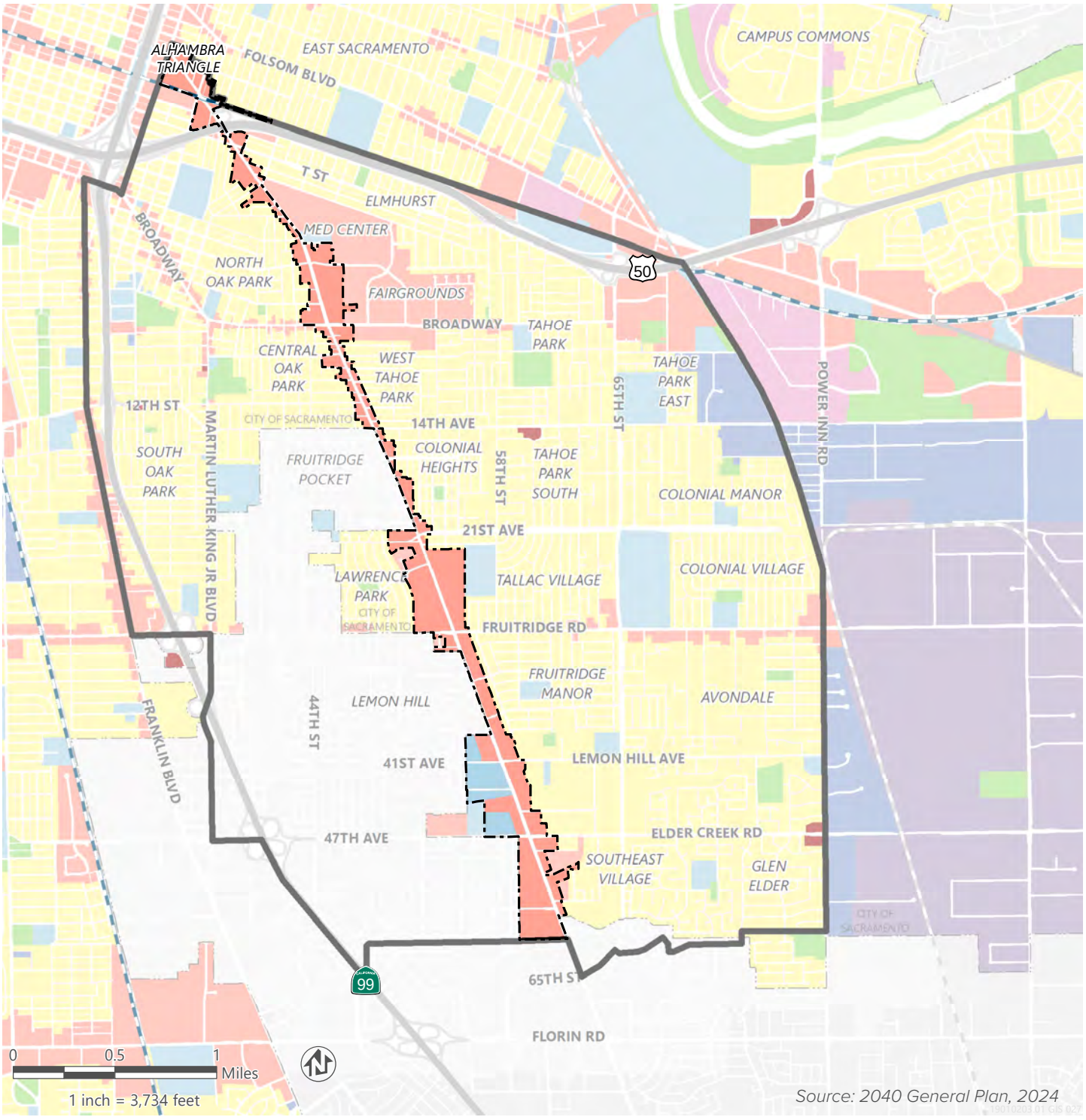
A description of each of the land use designations within the Specific Plan Area and the type of land uses allowed within each designation follows in Table 4. Refer to the 2040 General Plan for the complete list of allowed land uses.

In place of residential density, the 2040 General Plan uses Floor Area Ratio (FAR) as the regulatory standard for measuring intensity. The intent 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. 2040 General Plan Land Use Designations

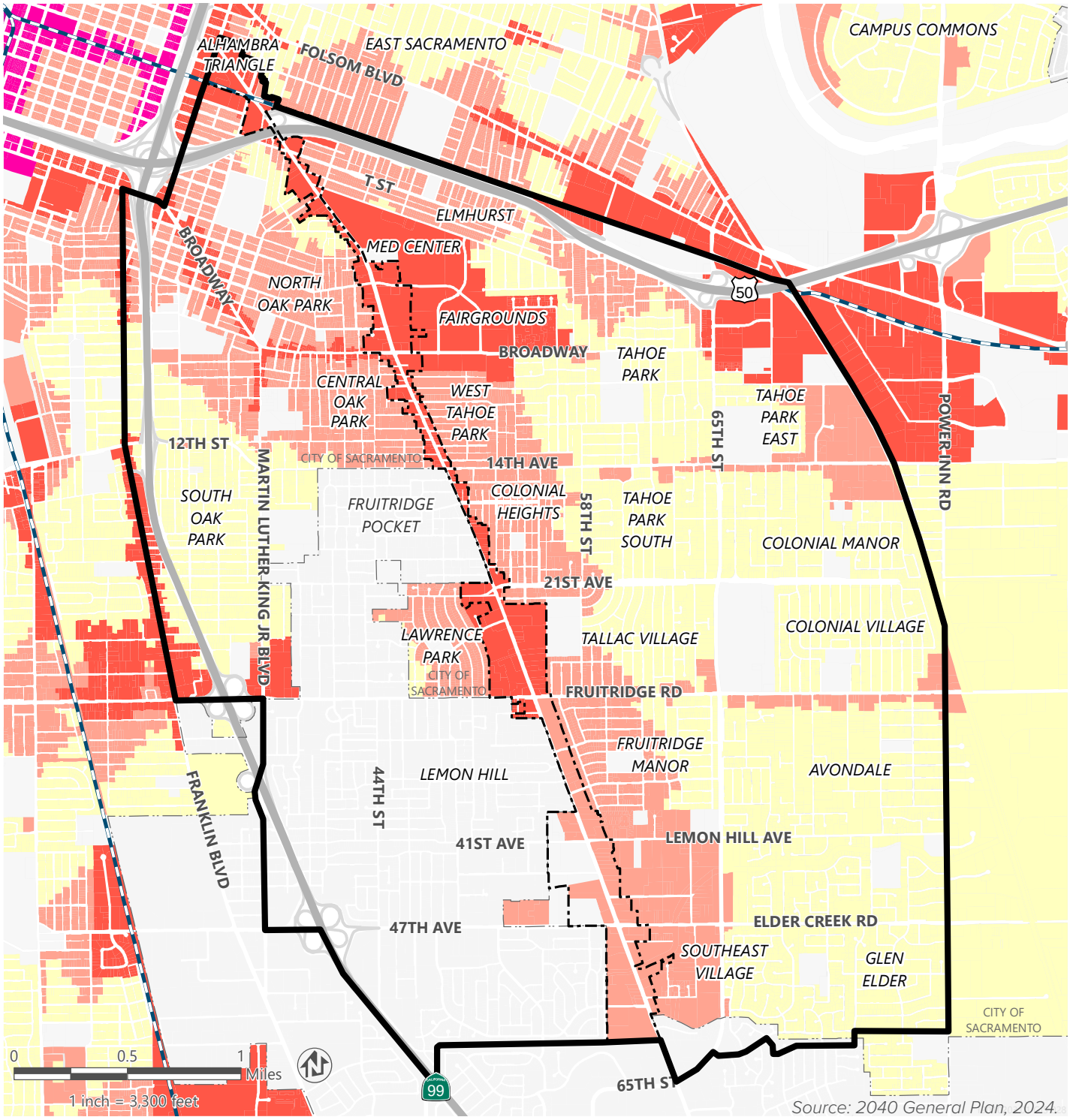
LAND USE	ALLOWED USES
Residential Mixed-Use	
Intended to foster vibrant, walkable areas with a high-density mix of residential, commercial, office, and public uses, where daily errands can be accomplished on foot, by bicycle, or by transit. The RMU designation applies principally in the Central City and the corridors.	• Residential • Retail • Employment • Entertainment • Cultural • Personal service • General offices and community institutional • Assembly facilities • Compatible public and quasi-public uses
Public / Quasi-Public	
Provides for governmental, utility, institutional, educational, cultural, religious, and social facilities and services that supplement Sacramento's neighborhoods, centers, and corridors. The P/QP designation applies to various locations throughout the community, often within a well-landscaped setting.	• Government buildings • Public and private schools • Schools/colleges • Hospitals • Cemeteries • Airports • Transportation and utility facilities • Other compatible public and quasi-public uses

Figure 16. 2040 General Plan Land Uses



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

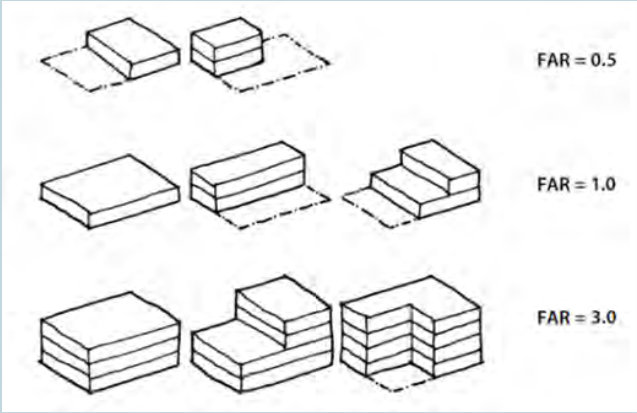
Figure 17. 2040 General Plan Maximum Floor Area Ratio (FAR)



Floor Area Ratio (FAR)

Building intensity standards are established by floor area ratio (FAR) for residential development. Building intensity standards are established by minimum building density and maximum FAR.

FAR is calculated by dividing the gross building area (GBA) by the total net lot area (NLA) (both expressed in square feet). GBA is the total building area of a site less structures parking areas and open space (common, public, and private). Net lot area is the total lot size, excluding publicly dedicated land: private streets which meet City standards, and other public use areas.



See the Land Use and Placemaking Chapter in the 2040 General Plan for more information.

Future Buildout

Full Buildout of the Specific Plan

The analysis of the Specific Plan Area's development potential, categorized by corridor subareas, is presented in Table 5. These subareas are illustrated in Figure 18. The buildout estimates, based on the future developed potential under the General Plan, serve as a means of assessing infrastructure needs within the Specific Plan Area. The buildout estimates/development potential of each corridor subarea is not fixed and may shift among the subareas.

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.***

Projected Specific Plan Development by 2040

The full buildout scenario described above is useful for understanding the ultimate levels of development that would occur within the specific plan area with implementation of the Stockton Blvd Plan. Full buildout of a specific plan of this size typically occurs over decades and sometimes beyond 50 years. As previously mentioned, the Stockton Blvd Plan is consistent with the

2040 General Plan. Full buildout of the Specific Plan would likely extend well-beyond the 2040 planning horizon used in the City's 2040 General Plan. In order to provide a consistent planning context, it is useful to provide the anticipated level of development projected to occur under the Specific Plan within the 2040 planning horizon. By year 2040, using the same assumptions as the 2040 General Plan, development under the Specific Plan is projected to provide a total of 2,007 housing units and 5,819 jobs.

4.5. Land Use Policies

The following policies are intended for the Specific Plan Area.

Policy LU-1: Activating Development. Encourage activities and land uses that will fill in empty or underutilized spaces in the Specific Plan Area.

Policy LU-2: Zoning Updates. Review the zoning for the Specific Plan Area to assess its compatibility with current community priorities.

Policy LU-3: Reduce Parcel and Building Vacancies. Work with property owners and community members to reduce vacancies and increase community-supportive uses of vacant parcels and buildings in the Specific Plan Area.



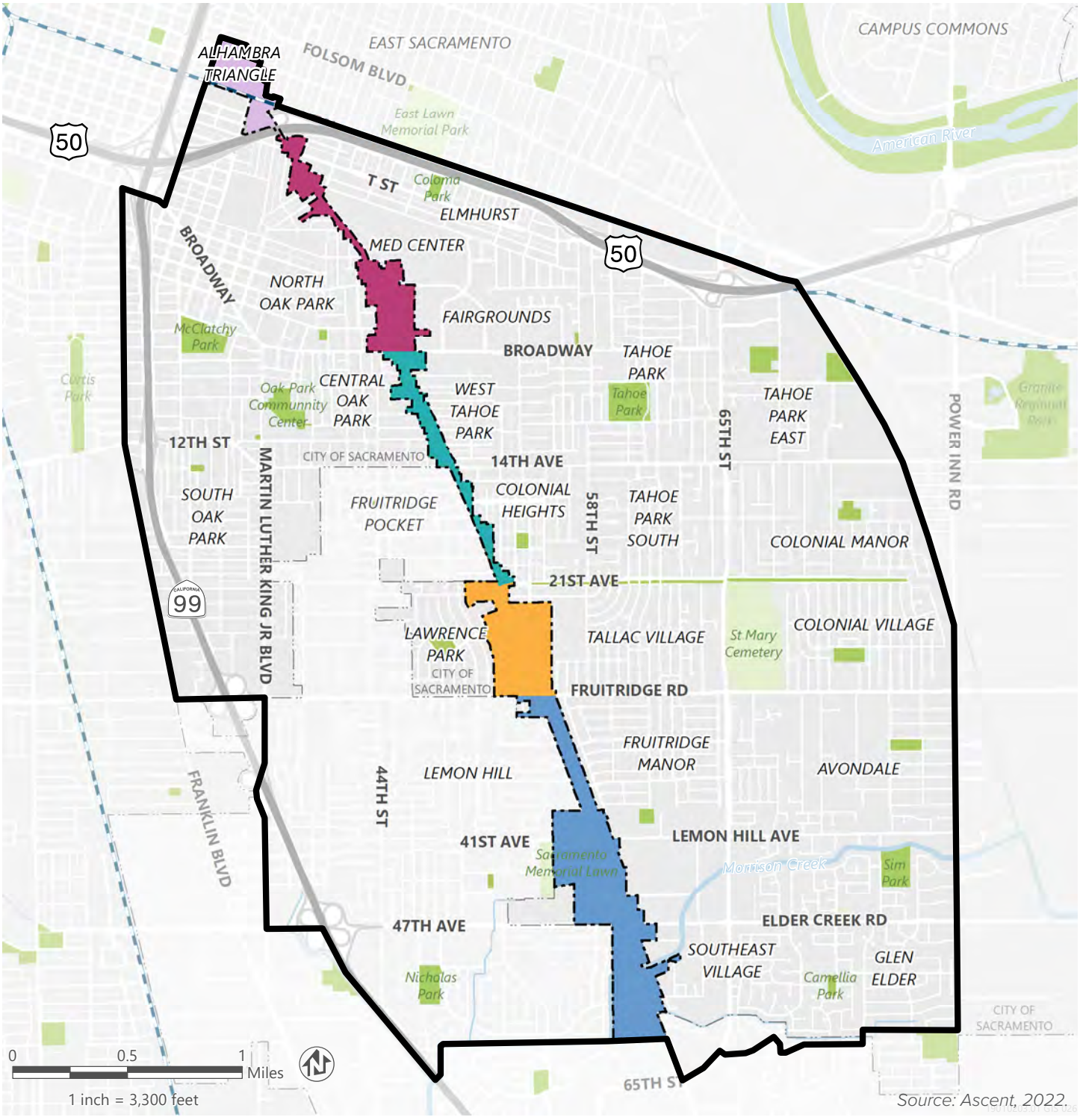






Photos by Carlos Eliason

Figure 18. Corridor Subareas



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

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HOUSING SUMMARY

The goal for this topic is to ensure that ***residents have access to adequate and attainable housing options.***

This topic addresses the following anti-displacement values:

- Justice and Equity
- Growth and Stability
- Health and Wellbeing

For more information on the anti-displacement values, see Chapter 1: Introduction.

COMMUNITY REFLECTIONS

"We need an eviction help center. Tenants don't know landlord tenant law and they don't know how to fight housing battles. Displacement and gentrification cause negative impacts on education, job opportunites, commute times, and mental health."

"Ensure affordability for generations to come."



These quotes were taken directly from responses we heard from the community during outreach events.



What does the community say are the most important housing priorities?

- Connect Residents to Resources and Programs to Keep Them Housed and Build Generational Wealth. (Community Priority H-1)
- Provide All Types of Housing to Serve the Diverse Needs of Residents. (Community Priority H-2)
- Ensure Tenant Protections and Support Tenant Rights. (Community Priority H-3)
- Address the Needs of Unhoused Neighbors and Provide for Safe, Clean, and Comfortable Shelters and Long-term Housing. (Community Priority H-4)

For more information on these community priorities, see Chapter 11: Implementation.

What existing policies, plans, or programs address this topic?

- 2040 General Plan
- 2021-2029 Housing Element
- Community Benefits Partnership Agreement
- Tenant Protection Act
- Rental Home Inspection Program
- Renter's Help Line
- 211 Resource Center
- First-time Homebuyer Assistance Programs
- Mixed Income Housing Ordinance
- Short-term Rental Limitations
- Accessory Dwelling Units Resource Center
- Housing Development Toolkit
- Sacramento Housing and Redevelopment Agency (SHRA)

For more information on existing policies, plans, and programs, see Chapter 5: Housing.

What are the priorities in the Neighborhood Action Plan?

- **Homelessness Prevention Programs:** Expand homelessness prevention programs within the Neighborhood Study Area, including one-time rental assistance, emergency bill-payment assistance (e.g., medical bills, car repairs), or other similar prevention services. (Priority Action H-1a)
- **Home Repair Programs:** Create, expand, and maintain home repair programs for varying levels of repair needs in the Neighborhood Study Area. Home repair could address health and safety concerns, provide updates to allow aging-in-place, or reduce utility costs through electrification or home efficiency updates. (Priority Action H-1b)
- **Homebuying Assistance Programs:** Expand down payment and other home buying assistance programs to increase homeownership among existing residents in the Neighborhood Study Area. This could include distributing information about local, State, and federal programs; connecting residents with financial assistance or financial empowerment services, or expanding creative down payment alternatives (e.g., sweat equity). Focus outreach efforts in communities historically excluded from homeownership opportunities. (Priority Action H-1c)
- **Housing Help Center:** Provide a centralized, comprehensive, and accessible method for residents to access housing resources and information on tenant's rights. With so many resources and scattered information, it can be hard to find the appropriate help. While 211 provides some support for human services needs, there is no "one-stop shop" where someone can go to receive referrals to all the potential organizations and programs that could serve their needs. The Renter's Help Line (https://www.rentershelpline.org/) provides information on tenant's rights and responsibilities and offers tenant-landlord dispute resolution. (Priority Action H-1d)
- **Support Housing Development:** Support property owners and developers, non-profit and private, to develop a mix of new housing projects (e.g., accessory dwelling units, medium- and high-density housing at mixed income levels, co-housing, workforce housing, housing affordable to lower income households, supportive housing for persons with disabilities, and senior housing). Continue to provide information to homeowners on how to build and operate new units and connect landowners and developers to resources through the ADU Resource Center and Housing Development Toolkit. (Priority Action H-2a)

For more information on priority actions, see Chapter 11: Implementation.

5 Housing

***Goal H-1**: Residents have access to adequate and attainable housing options.*

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 BIPOC communities 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 Stockton Blvd Plan is consistent with, and implements, the policies and actions of the General Plan including the following:

- **LUP-4.2 Incentivizing Infill.** The City shall consider a range of incentives to attract development to centers, corridors, and sites, including the following:
  - Prioritization of capital investment strategies for infrastructure, services, and amenities to support development;
  - Economic incentives (e.g., fee reductions, regulatory exemptions, or tools such as enhanced infrastructure financing districts (EIFDs), Opportunity Zones, and Enterprise Zones);
  - Streamlined development review, environmental review, and permitting processes;
  - By-right entitlements for development projects consistent with applicable zoning;
  - Ministerial approval of infill housing and mixed-use projects consistent with objective development and design standards;
  - Public-private partnerships; and
  - Proactive solicitation of development.
- **EJ-3.1 Resource Optimization.** The City shall coordinate across municipal departments and with relevant partner agencies including the Sacramento Housing and Redevelopment Agency (SHRA), the Sacramento Municipal Utility District (SMUD), Sacramento Metropolitan Air Quality Management District (SMAQMD), Sacramento Area Council of Governments (SACOG), Capitol Area Development Authority (CADA), and others, to optimize the use of grant monies, incentives, financial resources, staffing, investments, and programs in addressing displacement and tenant protections; sanitary housing and maintenance issues; environmental hazards in homes and neighborhoods; and other concerns related to stable, safe, and sanitary housing.

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. The Stockton Blvd Plan is consistent with, and implements, the policies and actions of the Housing Element including the following:

- **H-4.1 Expand Housing Types Throughout the City.** The City shall take meaningful actions to allow for a greater array of housing types throughout the city to create more inclusive and equitable neighborhoods and to affirmatively further fair housing.
- **H-4.4 Support Wealth-building Activities for Low-income Residents.** The City shall support efforts to connect low-income residents with financial empowerment resources, homeownership programs, small business assistance, living wage jobs, and workforce training resources and services.
- **H-5.1 Minimize Displacement of Vulnerable Residents.** The City shall work to make all neighborhoods places of opportunity and encourage investments while minimizing the involuntary displacement of people of color and other vulnerable populations, such as low-income households, the elderly, and people with disabilities due to the influx of less vulnerable populations attracted by increased opportunities and/or investments.
- **H-5.3 Develop Neighborhood-Specific Anti-Displacement Strategies.** The City shall engage neighborhood residents in developing customized anti-displacement solutions through neighborhood-level planning in areas targeted for inclusive economic and community development, particularly those at-risk of displacement.
- **H-5.8 Homeowner Protection Services.** The City shall promote and expand programs that support existing homeowners in affording and maintaining their home, including home repairs and foreclosure prevention, with a focus on people of color and vulnerable populations, such as low-income households, the elderly, and people with disabilities.
- **H-7.5 Prevention Resources.** The City shall use data to focus on impactful solutions, long-term outcomes, and strategies that target those most at risk of homelessness by connecting them to affordable housing, prevention resources, workforce training, and supportive services that will help prevent them from losing their homes (e.g., rental assistance programs, tenant protections, and job assistance).

Community Benefits Partnership Agreement

Aggie Square–a more than $1 billion project located along Stockton Boulevard on the UC Davis Sacramento campus–is a public-private partnership between UC Davis, Wexford Science and Technology and the City of Sacramento. This planned innovation hub will be home to research programs, private industry partners, classrooms, student housing, and public-facing programs that engage local communities and entrepreneurs.

In April 2020, the City entered into a Community Benefits Partnership Agreement (CBPA) with UC Davis and Wexford Science and Technology to address community concerns expressed during an extensive community-input process. The CBPA promotes inclusive economic development and improve physical and economic opportunities for neighborhoods and local residents, particularly those adjacent to Aggie Square and lower-income neighborhoods that historically have not benefitted from economic development.

Commitments in the CBPA include:

1. Affordable housing development and assistance;
2. Jobs, workforce, and career pathways;
3. Youth opportunities and educational support;

4. Community access to space and resources in Aggie Square;
5. Connections to adjacent business districts; and
6. Neighborhood transportation connections and street enhancements.

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 (2024), the City, through the Mixed Income Housing Ordinance (MIHO), applies a reduced Housing Impact Fee for new developments within the Housing Incentive Zone, which includes a large portion of the Stockton Boulevard corridor. The City also applies a zero fee for high density housing developments. The City is currently (2024) 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.

Accessory Dwelling Unit Resource Center

The Accessory Dwelling Unit (ADU) Resource Center is a one-stop online resource to find information and tools about ADUs and to make it easier for homeowners to plan, build, and operate an ADU. The Resource Center is available at https://adu.cityofsacramento.org/.

Housing Development Toolkit

The Housing Development Toolkit provides resources on converting vacant and underutilized properties into housing. The toolkit is a one-stop resource for the public, developers, property owners, and City of Sacramento staff regarding incentives, processes, and procedures to develop housing. The Toolkit is available at https://www.cityofsacramento.org/Community-Development/Planning/Housing/Housing-Development-Toolkit.

Local Homeless Action Plan

The Sacramento Local Homeless Action Plan (LHAP) was initiated in early 2022 to create a cross-jurisdictional unified approach to addressing homelessness across Sacramento County. This three-year plan beginning on July 1, 2022, through June 30, 2025, was developed in partnership with Sacramento Steps Forward, Sacramento City and County Continuum of Care, Sacramento County, City of Sacramento, and the Sacramento Housing and Redevelopment Agency.

The LHAP is actionable, relatable, and provides a roadmap for future funding. Outlined in the plan are key system components that are in alignment with national best-practices and if resourced and implemented consistently across funders and providers, will bring the local response system to scale with capacity to move the needle on homelessness. Through these efforts, homelessness in the County over time will become preventable whenever possible, brief, and non-recurring.

Sacramento Housing and Redevelopment Agency

Sacramento Housing and Redevelopment Agency (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.



Housing construction in the Specific Plan Area.





Completed housing projects in the Specific Plan Area.

5.3. Housing Policies

The following policies are intended for the Specific Plan Area.

Policy H-1: Keep People Housed. Support funding and programs that increase household resiliency and stability, alleviate issues that may contribute to a loss of housing, and contribute to increased home ownership.

Policy H-2: Address the Needs of the Unhoused. Direct resources and programs into the Specific Plan Area to help unhoused people stay informed and supported in meeting their needs, especially for shelter and housing.

Policy H-3: Welcome New Housing. Encourage the development of a wide variety of housing types within the Specific Plan Area to accommodate the diverse needs of residents, including a range of costs, sizes, ownership structures, and building types.

Policy H-4: Local Housing for Residents. Require developers of deed-restricted affordable housing units within the Specific Plan Area to market to residents living in the Neighborhood Study Area about opportunities to apply for available units.

Mai Nguyen's Story

Story and photos from Mai Nguyen, RPT member

I'm the [former] Executive Director for the Community Partners Advocate of Little Saigon Sacramento (cPALSs), now known as NorCal Vietnamese Chamber of Commerce, and I've been a community advocate since 2008 in Little Saigon. So, the most memorable part, and [it was] such an honor to be a part of this community, is back in February 2nd of 2010, which was led by our former councilmember Kevin McCarty–also now an assemblymember—who led the project in the designation of Little Saigon.



Image courtesy of Mai Nguyen

[I]t was a community project, which include[d] a lot of the community organizations such as the Vietnamese American Community of Sacramento (VACOS) and the Stockton Boulevard Partnership, including the late Terrence Johnson, who was the Executive Director at the time. The majority of the Vietnamese community showed up. I was very honored to be a part of the Little Saigon committee at the time. What we did was we wanted to learn more about how this designation was going to impact the business and the folks that are living there in Stockton Boulevard. So, we looked at the project and we wanted to make sure that this was an inclusive project where we give opportunity to this area.



CITY OF SACRAMENTO FOUNDED IN 1849

Resolution

Designating the Stockton Boulevard Corridor from Riza Avenue to Fruitridge Road as "Little Saigon"

WHEREAS, The City of Sacramento is home to one of the most diverse populations of immigrants in the United States, who are an integral and vital part of the City's cultural richness and economic vibrancy; and

WHEREAS, When Saigon fell in 1975, one of the most dramatic population movements occurred in modern history – hundreds of thousands of Southeast Asians fled their homeland in fear of political repression, persecution, and death; and

WHEREAS, Thousands of these Vietnamese refugees settled in the City of Sacramento beginning in the 1980's, and large numbers of Vietnamese left the Bay Area to settle in the City of Sacramento since the late 1990's and 2000's; and

WHEREAS, Affordable housing and economic opportunities have led many of these families to settle in the Stockton Boulevard Corridor; and

WHEREAS, The Stockton Boulevard Corridor from Riza Avenue to Fruitridge Road has a significant concentration of Vietnamese-owned, family run small businesses; and

WHEREAS, The City of Sacramento has been working with different community groups and City departments towards the development of a visible cultural and commercial district recognizing the Vietnamese community along Stockton Boulevard that would contribute to the cultural and economic vibrancy of the City of Sacramento; and

WHEREAS, The broader Vietnamese-American community widely supports and appreciates the formation of a "Little Saigon" cultural and commercial district along Stockton Boulevard; and

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS: In recognition of the establishment of the Vietnamese cultural and economic activities along the Stockton Boulevard, the Stockton Boulevard Corridor and Riza Avenue to Fruitridge Road is hereby officially designated **"Little Saigon."**

ISSUED: This 2nd Day of February, 2010.

KEVIN JOHNSON, MAYOR
RAY TRETHEWAY, DISTRICT ONE
SANDY SHEEDY, DISTRICT TWO
STEVE COHN, DISTRICT THREE
ROBERT KING FONG, DISTRICT FOUR
LAUREN R. HAMMOND, DISTRICT FIVE
KEVIN McCARTY, DISTRICT SIX
ROBBIE WATERS, DISTRICT SEVEN
BONNIE J. PANNELL, DISTRICT EIGHT

So, what led the project was truly the recognitions of the BIPOC immigrant business owners out there. As you know, late in the 1970s, there was a wave of Vietnamese American immigrants migrating to the Sacramento area, and a lot of them reside in south Sacramento. So, some of them started to set up businesses out there in the corridor. And in the early 1980s, we have more folks coming in.

Remember, the SF Supermarket right off 65th, Huong Lan Sandwiches, and then we had Vinh Phat Market. We had all of these supermarkets coming in. So, for 30 years plus, back in 2010, these immigrant business owners contributed to the area, really contributing economically, and building the area. So, the idea came up to recognize that accomplishment. So, that was how Little Saigon all started. We knocked on doors;

we wanted to include everyone into this project. We wanted to have them see the opportunity and what the name will bring to the area.

So, the designation took place from the City on February 2nd and from the County-side, February 4th. It was unanimously voted by the City councilmembers; it was a historical night. There was probably 400 plus people.

So, when that happens, we did a celebration; we included everyone. It really built the momentum and the enthusiasm of people coming in to dine. We really want to let everyone know that Little Saigon is for everyone. So, the project truly brought together the unity of the community. It brought together a lot more economic growth. We wanted to really boost up the local economy out here and it brought in traffic. And from the cultural aspect of the area, it's very diverse. We have pho; we're very well known. As everyone knows, food brings people together and where else would it be the best, but Little Saigon. We have so much variety of different food in the area.

The Little Saigon we hope is mainly the recognition; it brought excitement; it brought the momentum; and the most important is the opportunities. We can share and highlight and bridge along with everything else the historical [aspect] of Stockton Boulevard itself. The history of it—back 30, 40, 100 years ago—and how we can embrace and bring all this together as one big community in the City of Sacramento.



Image courtesy of Mai Nguyen



Image courtesy of Mai Nguyen



Image courtesy of Mai Nguyen

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CULTURE, ARTS, AND COMMUNITY CHARACTER SUMMARY

The goal for this topic is to ensure that ***diverse voices and cultures are celebrated and flourish through a variety of forms of expression.***

This topic addresses the following anti-displacement values:

- Justice and Equity
- Culture and Knowledge
- Connection and Collaboration
- Health and Wellbeing

For more information on the anti-displacement values, see Chapter 1: Introduction.

COMMUNITY REFLECTIONS



"I have a great love for my neighborhood and couldn't imagine being anywhere else."

"We have something here for everybody. We are a community of immigrants."

"Culture, comfort, community, location."

"Need to capture the flavor of the [boulevard], it is so wide, there are lots of opportunities within the median to connect and provide linkages from north and south (signage/art)."

"Keep it a diverse, ethnic corridor."



These quotes were taken directly from responses we heard from the community during outreach events.



What does the community say is the most important Culture, Arts, and Community Character priority?

- Celebrate and Enhance the Creativity, Diversity, and Beauty of the Stockton Boulevard Area and its People. (Community Priority CACC-1)

For more information on these community priorities, see Chapter 11: Implementation.

What existing policies, plans, or programs address this topic?

- 2040 General Plan
- Office of Arts and Culture (OAC)
- Art in Public Spaces Program
- Community Murals Program
- City of Festivals Special Event Support Program
- Park Project Programming Guide
- Small Public Spaces
- Vacant Lot Registration Program
- African American/Black Historic Context Statement

For more information on existing policies, plans, and programs, see Chapter 6: Culture, Arts, and Community Character.

What are the priorities in the Neighborhood Action Plan?

- **Stockton Boulevard Events:** Establish regular arts and cultural events that help to make Stockton Boulevard a regional attraction, such as a night market, an annual Stockton Boulevard Food Festival, or art walks. Increase community capacity to host events by marketing and streamlining access to existing City programs, such as the City of Festivals Special Event Support Program. Help address security costs and other needs. (Priority Action CACC-1a)
- **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. (Priority Action CACC-1b)
- **Culturally Relevant Wayfinding and Signage:** Use signs and other visual markers that highlight the various cultures in the Neighborhood Study Area and announce arrival to important locations along Stockton Boulevard. Identify the types and locations of new signage that will enhance the cultures and history of Neighborhood Study Area residents and other stakeholders. When possible, prioritize the selection of local artists for the design and prodution of these signs and markers. (Priority Action CACC-1c)

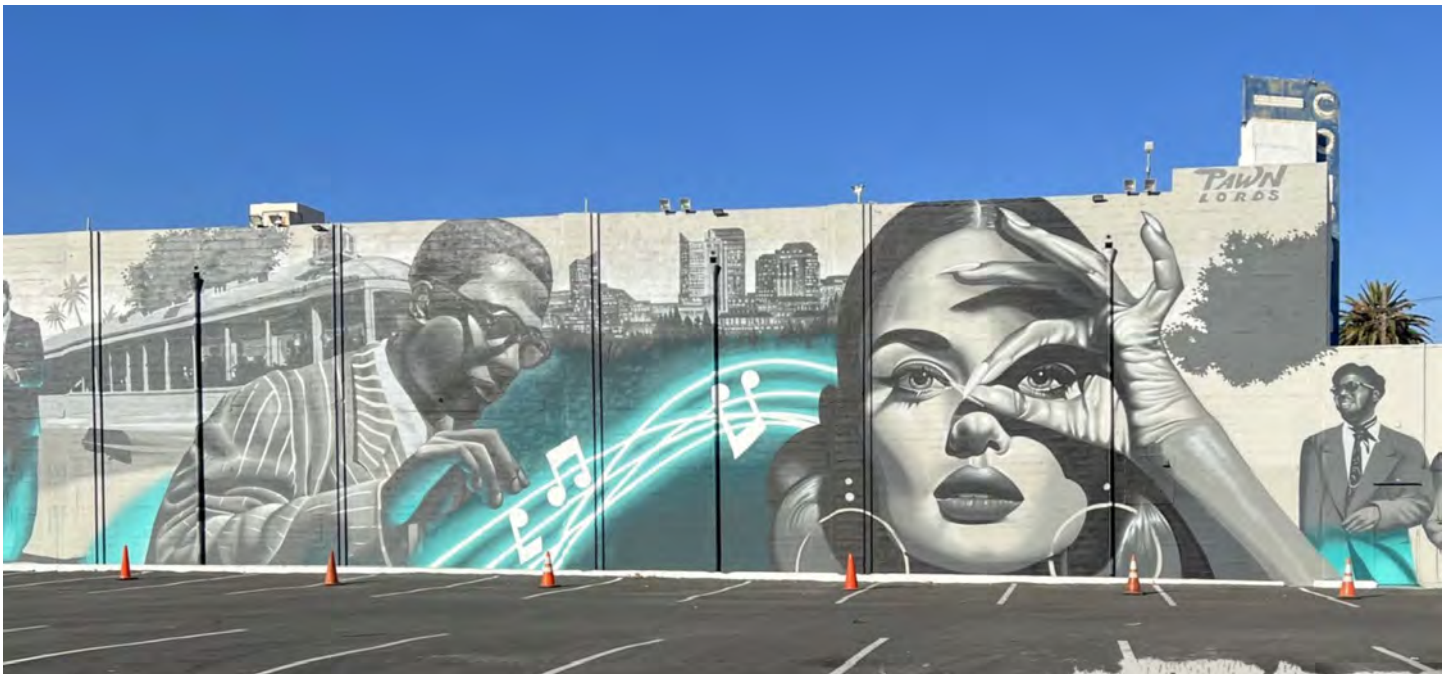
For more information on priority actions, see Chapter 11: Implementation.

6 Culture, Arts, and Community Character

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

6.1. Introduction

Recognizing, celebrating, and enhancing community art, culture, and character along Stockton Boulevard involves understanding the environments we move through in our daily lives. It involves interpreting physical, cultural, and social history, preserving building and cultural assets, celebrating art and music in various formats, providing safe spaces for gathering, and being welcoming to all. This is an integral part of designing and activating public spaces, and an opportunity to honor the past, present, and future identity of a community and its diverse neighborhoods. By expressing cultural awareness and promoting pride of ownership through local building and business owners, a vibrant art and music scene curated by local artists, and regular community events, we can help preserve a community against displacement and gentrification and encourage local residents to continue investing in their neighborhoods.



This mural, located on Stockton Boulevard between 10th and 11th Avenue, was created by Ryan "Pawn" Rhodes in 2021.

6.2. Existing Plans, Policies, and Programs

2040 General Plan

The Stockton Blvd Plan is consistent with, and implements, the policies and actions of the General Plan including the following:

- **HCR-1.1 Preservation of Historic and Cultural Resources, Landscapes, and Site Features.** The City will continue to promote the preservation, restoration, enhancement, and recognition of historic and cultural resources throughout the city.
- **HCR-1.16 Endemic Traditions.** The City shall seek ways to recognize the endemic traditions of various communities in Sacramento, including African American, Hispanic, Native, and Asian American communities, to promote the retention of Sacramento's intangible cultural heritage, which may include oral traditions, performing arts, social practices and festive events, legacy businesses, knowledge and practices concerning nature and the universe, and traditional craftsmanship.
- **HCR-2.4 Incorporating Preservation into Comprehensive Planning.** The City shall continue to consider historic and cultural resources in its current and long-term comprehensive planning efforts. To this end, the City shall incorporate specific preservation goals, policies, and programs into Community Plan and Specific Plan updates and neighborhood planning efforts, as appropriate.
- **HCR-3.1 Education and Awareness.** The City shall foster an awareness of the importance of preserving the city's heritage and cultural and historic resources in a manner that embraces and celebrates the community's social and cultural diversity. This can include the following:
  - The use of placemaking strategies that commemorate places of special social historical significance through public art practices,
  - Community planning policies, and/or
  - Cultural heritage celebrations.
- **LUP-9.1 Cultural and Entertainment Centers.** The City shall support the equitable development of cultural, art, entertainment, and recreational facilities and events in the city to attract visitors, support a quality of life for residents, celebrate and strengthen Sacramento's unique identity.
- **LUP-9.8 Public Art.** The City shall infuse the public realm with temporary and permanent public art installations, activations, and signature design elements through continuation of the Art in Public Places Program, recognizing the value of public art to do the following:
  - Add visual variety and richness;
  - Delight, surprise, amuse, and inspire;
  - Educate and inform;
  - Engage and involve;
  - Promote neighborhood identity; and
  - Celebrate Sacramento's heritage and environment.
- **YPRO-4.1 Interpretation and Celebration.** The City shall provide recreation, programming, special events and venues, and educational opportunities that honor, interpret, and celebrate the diversity, history, cultural heritage, and traditions of Sacramento and that respond to the diverse interests, needs, ages, and cultural backgrounds of local residents.

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/her designee(s).



Purple Pig Eats in the Specific Plan Area.



The Colonial Theater.



New Happy Garden Restaurant, Stockton Boulevard.



Mural along Stockton Boulevard.

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. The Youth, Parks, & Community Enrichment Department updates the PPPG 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.

Vacant Lot Program

The Vacant Lot Program requires owners of vacant lots to register their property annually and pay a program fee per parcel. The intent of the program is to prevent blight associated with undeveloped vacant lots that include illegal dumping, illegal camping, overgrowth of vegetation and potential fire hazards.

African American Experience Project

In 2021, the City of Sacramento applied for and was selected for a grant opportunity with the African American Cultural Heritage Action Fund. With the grant funding the City developed a thematic historic context statement and limited historic resources survey to identify cultural history, significant people, and places associated with the African American/Black experience in Sacramento from the city's early history through the recent past (approximately 1980). After numerous public meetings and an extended public comment period, the project finalized in the summer of 2023 with the release of the final draft historic context statement. Efforts to identify and landmark significant buildings will remain ongoing, as will the collection of oral history interviews and artifacts through the City's website. The project was adopted by Council on September 19, 2023.



Plazas and gathering spaces can provide community anchors.



Community gardens can be a source of healthy food and community building.



Flexible spaces for community gathering could be a great public amenity.

6.3. Culture, Arts, and Community Character Policies

The following policies are intended for the Specific Plan Area.

Policy CACC-1: Public Spaces that Reflect Community Culture and History. Pursue establishment of accessible and active public spaces in the Specific Plan Area for all that reflect the community's diverse culture and history.

Policy CACC-2: Streetscape Beautification. Support efforts to provide increased 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 art installations, banners on light poles, and sculptures placed in small areas of vacant or underutilized land.

Policy CACC-3: Preserve and Celebrate/ Highlight Historic Resources of Social or Cultural Significance. Prioritize identifying, preserving, and enhacing historic resources in the Specific Plan Area that have social or cultural significance to the history of ethnic communities in the area, including African Americans, Native Americans, Vietnamese, Hispanic, Latino, lu Mien, Hmong, Chinese, and many other racial and ethnic communities in and around the corridor.

Policy CACC-4: Community Spaces. Support the expansion and improvement of affordable spaces for arts, nonprofit organizations, and other community-based organizations as part of new development or adaptive reuse of existing buildings.

Policy CACC-5: Vibrant Night Life. Encourage a lively, safe, and accessible nightlife scene that accommodates entertainment, events, and gatherings that attract diverse populations.



Create opportunities for community-led art projects.



Outdoor dining and bike parking could support local businesses.

Policy CACC-6: 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.

Policy CACC-7: 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.

Policy CACC-8: 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.

Policy CACC-9: Art and Music Activities. Embrace and foster art and music opportunities as cultural activities that define the Boulevard and create community cohesion.



Murals are an important component of placemaking.

INCLUSIVE ECONOMIC DEVELOPMENT SUMMARY

The goal for this topic is to ensure that ***a strong, inclusive, and equitable local economy thrives with opportunities and resources for residents and businesses.***

This topic addresses the following anti-displacement values:

- Justice and Equity
- Growth and Stability
- Connection and Collaboration
- Health and Wellbeing

For more information on the anti-displacement values, see Chapter 1: Introduction.

COMMUNITY REFLECTIONS

"Provide a local investment opportunity for our more vulnerable populations to be able to create wealth."

"In Little Saigon, they have really been able to provide support, guidance, and mentorship [to businesses]."



These quotes were taken directly from responses we heard from the community during outreach events.



What does the community say is the most important inclusive economic development priorities?

- Expand Job Opportunities for Existing Residents. (Community Priority IED-1)
- Support the Growth of Small Businesses. (Community Priority IED-2)
- Support Households in Gaining Access to Financial Institutions and Being Connected with Training and Resources to Enhance Financial Empowerment. (Community Priority IED-3)

For more information on these community priorities, see Chapter 11: Implementation.

What existing policies, plans, or programs address this topic?

- 2040 General Plan
- Fruitridge-Broadway Community Plan
- Community Benefits Partnership Agreement (CBPA)
- City Office of Innovation and Economic Development (OIED)
- OIED Partnership and Resource Network
- Financial Empowerment Center
- Sacramento Inclusive Economic Development Collaborative

For more information on existing policies, plans, and programs, see Chapter 7: Inclusive Economic Development.

What are the priorities in the Neighborhood Action Plan?

- **Workforce Training and Marketing for Targeted Residents:** Connect 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. 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. (Priority Action IED-1a)
- **Multilingual and Small Business Resources:** Expand and promote technical assistance in multiple languages to small businesses and non-profits, including training and mentorship (online and in-person) on topics such as lease negotiation, loans, management, business plans, budgeting, non-profit governance, customer service, marketing, and bookkeeping. Identify consultant(s) that can provide and administer ongoing technical assistance in multiple languages to small businesses. (Priority Action IED-2a)
- **Financial Empowerment:** Continue to 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. Coaches from the Financial Empowerment Center 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. (Priority Action IED-3a)

For more information on priority actions, see Chapter 11: Implementation.

7 Inclusive Economic Development

Goal IED-1: *A strong, inclusive, and equitable local economy thrives with opportunities and resources for residents and businesses.*

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, especially for BIPOC communities. 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 Stockton Blvd Plan is consistent with, and implements, the policies and actions of the General Plan including the following:

- **E-2.1 Investments for Inclusive, Equitable Growth.** The City should make intentional investments to increase and diversify economic growth in an inclusive and equitable manner that focuses on neighborhoods and their unique needs.
- **E-2.7 Small Business/Startup Support.** The City should support the development and retention of small business startups and new firms — particularly minority/women/veteran-owned businesses – by providing assistance with business planning, expansion, and access to capital.
- **E-4.2 Inclusive Economic Development Investments.** The City should invest in projects and programs that advance inclusive economic development and reduce inequities.

- **E-4.5 Labor Force Skills Development.** The City should endeavor to partner with educational institutions, employers, and community-based organizations such as Sacramento Employment and Training Agency (SETA) and others to develop a local labor force with skills to meet the needs of the area's businesses and industries.
- **E-4.6 Education and Training Systems.** The City should work to attract professional, vocational, and technical institutions and engage employers in the development of education and training systems that equip Sacramentans with the skills and knowledge needed to succeed in an advanced economy.
- **H-4.4. Support Wealth-building Activities for Low-income Residents.** The City shall support efforts to connect low-income residents with financial empowerment resources, homeownership programs, small business assistance, living wage jobs, and workforce training and services.
- **YPRO-4.6 Empowering Linguistically-Isolated Communities.** The City shall continue to provide English language learning programs for non-native speakers, interpretation, and translation services, and assistance in accessing community services and programs as part of an effort to endeavor to empower linguistically isolated communities in Sacramento.
- **FB-ED-4 Stockton Boulevard Business Participation.** The City shall work with Stockton Boulevard merchants and property owners to identify and implement programs and incentives to support business vitality and economic sustainability along the corridor.

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

Commitments in the Community Benefits Partnership Agreement (CBPA) include:

1. Affordable housing development and assistance;
2. Jobs, workforce, and career pathways;
3. Youth opportunities and educational support;
4. Community access to space and resources in Aggie Square;
5. Connections to adjacent business districts; and
6. Neighborhood transportation connections and street enhancements.

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.

Office of Innovation and Economic Development

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.

Office of Innovation and Economic Development Partnership and Resource Network

The City's 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

The Sacramento Inclusive Economic Development Collaborative (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

Sacramento Employment and Training Agency (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.

7.3. Inclusive Economic Development Policies

The following policies are intended for the Specific Plan Area.

Policy IED-1: Support Diversity of Small Businesses. Support the cultural and ethnic diversity of the businesses along the corridor through funding opportunites, programs, and technical in-language assistance to existing and new small business owners in establishing, maintaining, and growing their businesses.

Policy IED-2: Workforce Training and Support. Support efforts that strengthen the workforce pipeline through training for living wage jobs and marketing job opportunities to nearby residents.









Local businesses and employees in the Specific Plan Area.

ENVIRONMENT, PUBLIC HEALTH, AND SAFETY SUMMARY

The goal for this topic is to ensure that ***the physical environment promotes the health, safety, and well-being of residents, visitors, and businesses.***

This topic addresses the following anti-displacement values:

- Justice and Equity
- Connection and Collaboration
- Health and Wellbeing

For more information on the anti-displacement values, see Chapter 1: Introduction.

COMMUNITY REFLECTIONS

"Make sidewalks in business areas much more pedestrian-friendly: shady spots for sitting, flower planting, etc."

"Regular maintenance, such as fixing broken park equipment, providing adequate lighting and street trees, providing consistent trash collection, addressing illegal dumping, fixing broken water fountains, etc."



These quotes were taken directly from responses we heard from the community during outreach events.



What does the community say is the most important environment, public health and safety priorities?

- Increase Safety, Security, and Comfort Along the Corridor for Residents, Businesses, Workers, and Visitors. (Community Priority E-1)
- Expand Access to Affordable and Healthy Food. (Community Priority E-2)
- Reduce Environmental Pollutants. (Community Priority E-3)
- Ensure Adequate Access to Quality Healthcare. (Community Priority E-4)
- Increase the Number of Public Gathering Spaces. (Community Priority E-5)

For more information on these community priorities, see Chapter 11: Implementation.

What existing policies, plans, or programs address this topic?

- 2040 General Plan
- Climate Action and Adaptation Plan (CAAP)
- Assembly Bill 617
- Community Air Protection Program
- Community Air Monitoring Program
- Brownfields Program
- Neighborhood Development Action Team (NDAT) Community Engagement Team
- Sacramento Urban Forest Plan

For more information on existing policies, plans, and programs, see Chapter 8: Environment, Public Health and Safety.

What are the priorities in the Neighborhood Action Plan?

- **Community Safety Initiatives:** Expand community safety initiatives, including strengthened community policing, partnerships with mental health service providers, expanded support for community-based service providers, and restorative justice programs and methods. Enhance dialogue, collaboration, transparency, and accountability between residents, businesses owners, and community-based organizations and public safety officials. (Priority Action E-1a)
- **Property Maintenance and Streetscape Improvements:** Encourage and incentivize businesses and property owners to invest in property maintenance, beautification, and streetscape infrastructure improvements that make the corridor more accessible, comfortable, and appealing. Clean and safe maintenance efforts may include providing materials for beautification (e.g., paint, brushes, volunteers, corridor clean up events), promoting Crime Prevention through Environmental Design (CPTED), or utilizing art to transform space. Include street furniture, such as lighting, benches, and trash receptacles; maintain and plant street trees; increase landscaping; improve walking and bicycling infrastructure; and other activities that support commercial district activation and accessibility. (Priority Action E-1b)
- **Neighborhood Parks and Green Spaces:** Maintain and improve existing parks and spaces and add new play areas and green space to the Neighborhood Study Area. Explore opportunities to upgrade existing spaces or acquire and develop a new neighborhood park with amenities such as exercise equipment, a playground, and dog park. (Priority Action E-1c)
- **Healthy Food Partnerships:** Partner with community organizations to identify, plan, and implement projects and programming that result in improved access to affordable, healthy, and culturally relevant foods for residents within the Neighborhood Study Area. Potential projects may include, but are not limited to, educational campaigns, funding and food donations for food banks, community gardens, farmers markets, communal kitchens, grocery stores, local market support, and a food supply center that offers healthy and quality food packages for those in need. (Priority Action E-2a)
- **Environmental Pollutants:** Support programs and organizations that monitor and decrease environmental pollutants (e.g., air pollution, noise pollution, water pollution, and soil pollution) and provide education to residents and businesses. (Priority Action E-3a)

For more information on priority actions, see Chapter 11: Implementation.

8 Environment, Public Health, and Safety

Goal E-1: *The physical environment promotes the health, safety, and well-being of individuals and businesses.*

8.1. Introduction

The environment, including the social environment, plays a major role in shaping people's health outcomes and opportunities. The community living and working along the Stockton Boulevard corridor faces a disproportionate burden of climate risks, pollutants, and related health issues, as well as limited access to services and amenities that promote well-being. The City is dedicated to enhancing climate resilience, promoting environmental justice, and improving health outcomes for all residents through initiatives, programs, and planning efforts outlined in the Stockton Blvd Plan. This Plan includes various neighborhood-level approaches to enhance the local environment, increase community resilience, and promote the sense of safety in the Neighborhood Study Area.

8.2. Existing Policies, Plans, and Programs

2040 General Plan

The Stockton Blvd Plan is consistent with, and implements, the policies and actions of the General Plan including the following:

- **LUP-8.9 People-Friendly Design.** The City shall require people-friendly design to be incorporated into buildings and spaces, including elements and features such as the following:
  - Human scale, tree-shaded pedestrian passageways;
  - Resting areas;
  - Seating;
  - Gathering places; and
  - Other measures with demonstrated benefits for health and quality of life.

What is resilience?

Community resilience refers to the ability of a community to prepare for, withstand, and recover from disruptive events such as natural disasters, economic crises, or public health emergencies. It encompasses the physical, economic, and social elements of a community and involves the capacity of individuals, organizations, and systems to adapt and thrive in the face of adversity. Strong community resilience reduces vulnerability and increases the capacity of communities to bounce back from disruptions.

- **LUP-8.14 Streetscape Beautification.** To strengthen community identity, the City shall undertake and encourage streetscape improvement and beautification projects that incorporate unified landscaping and pedestrian amenities in corridors, centers, and neighborhoods. Amenities should include the following:
  - Bus shelters,
  - Public art, and
  - Pedestrian safety treatments such as
    - Sidewalk bulb-outs and
    - Widening and improved crosswalks, and
    - Branded decorative elements such as street lighting, concrete pavers, and tree grates.
- **EJ-1.1 Air Quality Monitoring.** The City shall support the expansion of air quality monitoring efforts in Sacramento, prioritizing locations in the north and south of the city that have been identified with community input as a high priority for air pollution control initiatives.
- **EJ-1.8 Site Contamination.** The City shall ensure buildings and sites are or have been investigated for the presence of hazardous materials and/or waste contamination before development, where applicable. The City shall continue to require remediation and construction techniques for adequate protection of construction workers, future occupants, adjacent residents, and the environment, and ensure they are adequately protected from hazards associated with contamination.
- **EJ-2.17 Healthy Food Promotion.** With community partners, the City shall expand efforts to promote healthy eating throughout the community by preserving and promoting community gardens, demonstration gardens, and free and culturally relevant nutrition and cooking classes at Sacramento community centers. Efforts should be prioritized in disadvantaged communities (DACs) and historically underserved areas, with an emphasis on supporting low-cost, practical, and culturally relevant strategies for healthy eating.
- **PFS-1.2 Community-Based Policing.** The City shall continue to employ community-based policing strategies and encourage the establishment of neighborhood watch programs in partnerships with community groups to address neighborhood crime.
- **YPRO-1.8 Non-Conventional Park Solutions.** In densely built out urban areas of the city where the provision of large park spaces is not feasible, the City shall explore creative solutions to provide neighborhood park and recreation facilities that serve the needs of local residents and employees. Such solutions may include the following:
  - Publicly accessible, privately-owned open spaces and plazas;
  - Rooftop play courts and gardens;
  - Freeway underpass, utility corridor, and wide landscape medians;
  - Conversion of rails to rails with trails;
  - Pocket parks and pedestrian areas in the public right-of-way; and
  - The provision of neighborhood and community-serving recreational facilities in regional parks.
- **YPRO-1.14 Collaborative Efforts.** The City shall implement community-based crime prevention strategies with the City's Park Ranger program, neighborhood groups, local residents, and Property and Business Improvement Districts (PBIDs), concurrent with the City's Public Safety Services resolution to help improve safety and encourage positive activation of parks and facilities.

Climate Action and Adaptation Plan

The Climate Action and Adaptation Plan (CAAP) includes 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 includes 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 (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 disproportionally 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. In July 2020, the Sacramento Metropolitan Air Quality Management District published the South-Sacramento - Florin Community Air Monitoring Plan. 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 Neighborhood Development Action Team (NDAT) 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.

Sacramento Urban Forest Plan

The City of Sacramento has a long-standing reputation as the City of Trees. The city's urban forest provides many benefits to the city and its residents; however, the long-term health and success of the urban forest requires ongoing and intentional management and action.

The Sacramento Urban Forest Plan (SUFP) is the City's primary planning tool for the protection, expansion, maintenance, sustainability, and enhancement of Sacramento's urban forest. The SUFP will include a vision for the urban forest; asessments of the current status of the urban forest; policy and program framework; and, implementation strategy with timelines and assigned responsibilities. Staff anticipate bringing the SUFP forward to City Council for an adoption hearing in Fall 2024.

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.

8.3. Environment, Public Health, and Safety Policies

The following policies are intended for the Specific Plan Area.

Policy E-1: Lighting. Encourage the addition of pedestrian-scale lighting along the Stockton Boulevard corridor to improve safety and create a sense of continuity and place.

Policy E-2: Safety. Promote coordination among various agencies, organizations, and individuals to address criminal activities and increase public safety.



La Superior Mercado on Stockton Boulevard.



Martin Luther King Jr. Community Garden in Oak Park.


A tree-lined street beautifies the streetscape.

COMMUNITY ENGAGEMENT AND CAPACITY BUILDING SUMMARY

The goal for this topic is to ensure that ***people are respected, empowered, and supported as the most important element of a thriving corridor and neighborhood.***

This topic addresses the following anti-displacement values:

- Justice and Equity
- Culture and Knowledge
- Connection and Collaboration
- Health and Wellbeing

For more information on the anti-displacement values, see Chapter 1: Introduction.

COMMUNITY REFLECTIONS

"[Residents] live in this community, they know the answers to their problems. It's about time to give them a fair chance to participate in a more robust interaction with city projects/plans."

"Invest in people power and support organizations that can do outreach."



These quotes were taken directly from responses we heard from the community during outreach events.



What existing policies, plans, or programs address this topic?

- 2040 General Plan
- City of Sacramento Community Engagement Team
- City Manager's Academy
- Planning Academy
- Community Ambassadors
- Summer @ City Hall

For more information on existing policies, plans, and programs, see Chapter 9: Community Engagement and Capacity Building.

What does the community say is the most important community engagement and capacity building priorities?

- Ensure that Youth are Supported Through Education, Engagement, Activities, and Job Training. (Community Priority CE-1)
- Improve Communications and Outreach Between the City and the Community and Ensure That Resources and Important Information is Shared Equitably. (Community Priority CE-2)

For more information on these community priorities, see Chapter 11: Implementation.

What are the priorities of the Neighborhood Action Plan?

- **Youth Engagement and Leadership:** Support efforts to identify barriers to youth participation in City and community decision-making, including hours, age limits, cost, and access. Provide stipends and training that help youth organize and conduct outreach within their communities, and advocate for policy change. (Priority Action CE-1a)
- **Outreach Resources:** Connect community members to relevant resources and services, such as 211 Resource Center, 311 Business Customer Relationship Management System, and Financial Empowerment Center through radio and print advertisements, canvassing or door-to-door engagement, office hours, social media, Community Ambassadors, and other culturally appropriate outreach methods. 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. (Priority Action CE-2a)
- **Housing Help Center:** Provide a centralized, comprehensive, and accessible method for residents to access housing resources and information on tenant's rights. With so many resources and scattered information, it can be hard to find the appropriate help. While 211 provides some support for human services needs, there is no "one-stop shop" where someone can go to receive referrals to all the potential organizations and programs that could serve their needs. The Renter's Help Line (https://www.rentershelpline.org/) provides information on tenant's rights and responsibilities and offers tenant-landlord dispute resolution. (Priority Action H-1d)

For more information on priority actions, see Chapter 11: Implementation.

9 Community Engagement and Capacity Building

Goal CE-1: *People are respected, empowered, and supported as the most important element of a thriving corridor and neighborhood.*

9.1. Introduction

The Neighborhood Study Area is home to some of the most diverse and culturally-rich communities in Sacramento. While many of these neighborhoods have been historically neglected and disinvested by public agencies, some community members have remained engaged and active in advocating for change and striving for a better future for their neighborhoods. The Plan prioritizes building community ownership, voice, and community capacity, so existing neighborhood groups, community-based organizations, residents, and businesses have the power, tools, and support to lead the transformation of their communities.

What is community capacity?

Community capacity refers to the combination of skills, resources, and attributes that a community possesses to address its challenges and achieve its goals. This includes the community's ability to organize, mobilize resources, engage stakeholders, and build partnerships to effectively address community issues and bring about positive change.



9.2. Existing Policies, Plans, and Programs

2040 General Plan

The Stockton Blvd Plan is consistent with, and implements, the policies and actions of the General Plan including the following:

- **EJ-4.1 Meaningful, Relevant Engagement.** The City shall design and implement public engagement processes and events that encompass the following:
  - Emphasize participation from low-income communities and communities of color;
  - Are centered on and driven by neighborhood and resident priorities;
  - Are relevant and rooted in existing conditions;
  - Emphasize the collaborative exchange of ideas; and
  - Provide meaningful opportunities for participants to influence outcomes.
- **EJ-4.3 Community Partners.** The City shall partner with community-based organizations (CBOs) and culture brokers on an ongoing basis to develop and implement effective outreach programs, increase opportunities for community involvement in civic processes, and build a deeper understanding of city governance within the community. The City shall seek opportunities to support community partners in these efforts, such as by providing technical assistance, data, meeting spaces, and other support services as feasible.
- **EJ-4.4 Capacity Building.** The City should enlist and strengthen the capacity of community members and groups so that historically marginalized community members participate in local decision-making and engage meaningfully in planning efforts.
- **EJ-4.5 Increasing Participation of Underserved Communities.** The City shall increase the participation of socioeconomically disadvantaged residents and other traditionally underrepresented groups in city planning and decision-making processes. Strategies may include the following:
  - Holding public meetings and outreach activities at culturally appropriate neighborhood gathering places, at accessible times and venues, and/or at community events;
  - Employing a wide range of outreach methods and activities, including pop-up events, focus groups, community workshops, and online surveys; or
  - Providing transportation vouchers, interpretation and translation services, childcare, food, or monetary compensation, or other methods that remove barriers to participation.
- **EJ-4.8 Community Ownership and Accountability.** Recognizing that community ownership of decisions is fundamental for successful planning and implementation, the City shall emphasize collaborative decision-making throughout the community engagement process and empower disadvantaged and under-represented community members to participate at all phases of the decision-making process. The City shall also build accountability into engagement processes by systematically reporting out to the community on the results and informing participants of how their input has influenced outcomes.
- **H-4.5 Amplify Community Voices Through Neighborhood Planning.** The City shall work with representative groups of community residents, including non-English speakers, to identify housing needs and implement solutions at the neighborhood level, particularly in areas targeted for inclusive economic and community development.

- **YPRO-4.6 Empowering Linguistically Isolated Communities.** The City shall continue to provide English language learning programs for non-native speakers, interpretation, and translation services, and assistance in accessing community services and programs as part of an effort to endeavor to empower linguistically-isolated communities in Sacramento.

City of Sacramento Community Engagement Team

The Neighborhood Development Action Team (NDAT) 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 BIPOC 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's Planning Academy is a free course designed to educate, engage and empower residents, community organizations 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.

Community Ambassadors Program

The Community Ambassadors Program was first piloted in 2022 and included six community members. In 2023, it expanded from six to eighteen ambassadors. The ambassadors serve as a liaison between the community and the City for the Neighborhood Study Area's underserved language/cultural groups. The program consists 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.

Summer @ City Hall

Summer @ City Hall is a comprehensive summer program for high school students, which was launched in 2010. The six-week program focuses on imparting knowledge about local government processes, civic engagement, and workforce development through a meaningful curriculum.

9.3. Community Engagement and Capacity Building Policies

The following policies are intended for the Specific Plan Area.

Policy CE-1: Community Empowerment. Provide education, networking opportunities, and other resources to help individuals, business owners, neighborhood associations, and community-based organizations solve issues affecting the community, advocate to governmental organizations, and contribute to the health and well-being of their communities.

Policy CE-2: Inclusivity and Accessibility. Support diversity of history, culture, and community through inclusive events, materials, and spaces accessible for all people, including Black, Indigenous, and people of color (BIPOC) residents, non-English speaking residents, seniors, youth, and people living with a disability.

Policy CE-3: Neighborhood Meeting on Development Proposals. Require project applicants proposing new development projects within the Specific Plan Area that are subject to discretionary review and are greater than 10,000 square feet 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.



Community outreach at Greenway Village.

10 Infrastructure

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

10.1. Introduction

This chapter summarizes the utility systems needed to support new development as envisioned by the Specific Plan consistent with California Government Code section 65451(a)(2). More details regarding existing conditions, planned improvements, and recommended improvements for each utility system can be found in Appendix D.

10.2. Existing Policies, Plans, and Programs

2040 General Plan

The Stockton Blvd Plan is consistent with, and implements, the policies and actions of the General Plan including the following:

- **EJ-5.5. Investment Prioritization.** The City shall prioritize investments in infrastructure and interventions that address long-standing inequities, empower disadvantaged residents, and build neighborhood resilience.
- **PFS-3.1 Provision of Adequate Utilities.** The City shall continue to provide reliable water, wastewater, and stormwater drainage utility services.
- **PFS-3.5 Water Treatment Capacity and Infrastructure.** The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected maximum daily water demands. Options to explore may include the following:
  - Expansion or rehabilitation of existing treatment plant infrastructure;
  - Development and management of groundwater wells; and
  - Collaboration on regional water supply solutions.
- **PFS-3.6 Combined Sewer System Rehabilitation and Improvements.** In keeping with its Combined Sewer System (CSS) Long Term Control Plan (LTCP), the City shall continue to rehabilitate and improve the CSS to decrease flooding, CSS outflows, and Combined System Overflows (CSOs). Through these improvements and requirements for new development, the City shall also ensure that development in the CSS does not result in increased flooding, CSS outflows or CSOs or reduce the overall percentage of flow routed to the Sacramento Regional Wastewater Treatment Plant.

10.3. Infrastructure Policy

The following policy is intended for the Specific Plan Area.

Policy I-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.

10.4. Infrastructure Needs and Recommended Improvements

The below describes the infrastructure needed to serve existing and proposed development within the Specific Plan Area. As described in the Infrastructure Report (Appendix D, Page 24) and further below under "water system", only four water system improvements are necessary to facilitate development along the corridor. Other upgrades to infrastructure systems have been planned or recommended in citywide documents but are not necessary to support the proposed development in the Specific Plan.

Wastewater and Storm Drainage System

The existing wastewater and storm drainage system is shown on Figure 19. The Specific Plan Area north of 14th Avenue is well served by the existing CSS. 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.

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

1. Upsize 6-inch water mains to 8-inch minimum, as determined on a project-by-project basis.
2. 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.
3. Extend the existing 6-inch dead end water main located in Young Street easterly to connect to Improvement 2 (8-inch water main in Stockton Boulevard).
4. 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.

If development is proposed on a parcel that depends on one of the above improvements to provide adequate water supply, the developer is required to construct necessary infrastructure improvements. Locations for the first required improvement depend on the outcome of project-specific studies. Required improvements 2-4 are shown on Figure 20, in context with the existing water system.

Electric System

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

The existing electric system is shown in Figure 21. Exact locations for improvements to the electric system depend on future development. Updates to the electric system are the responsibility of SMUD and may be paid for by future development.



SMUD Electric System

Natural Gas System

The existing natural gas system is shown on Figure 22. 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.

Figure 19. Wastewater and Storm Drainage

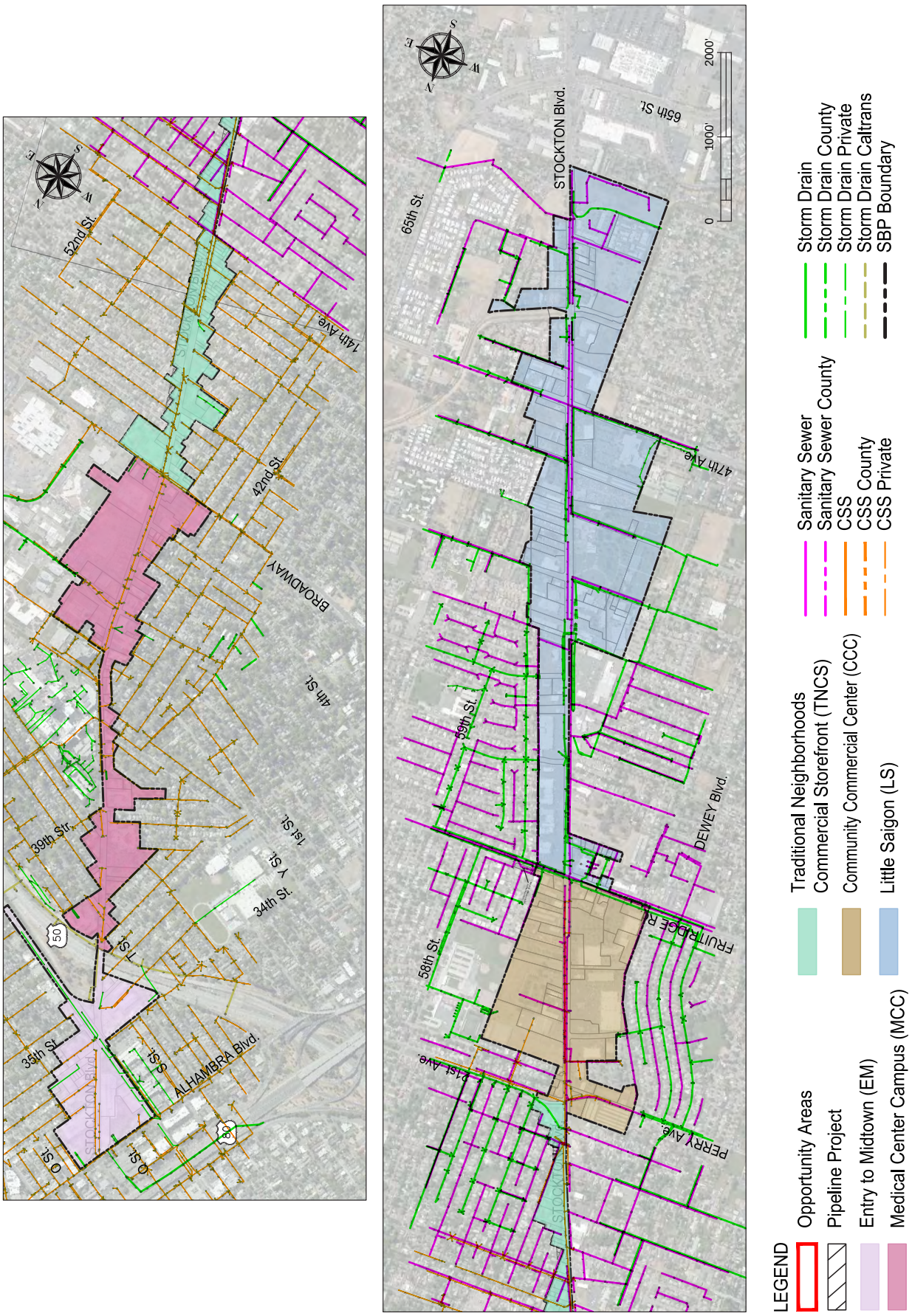


Figure 20. Water System

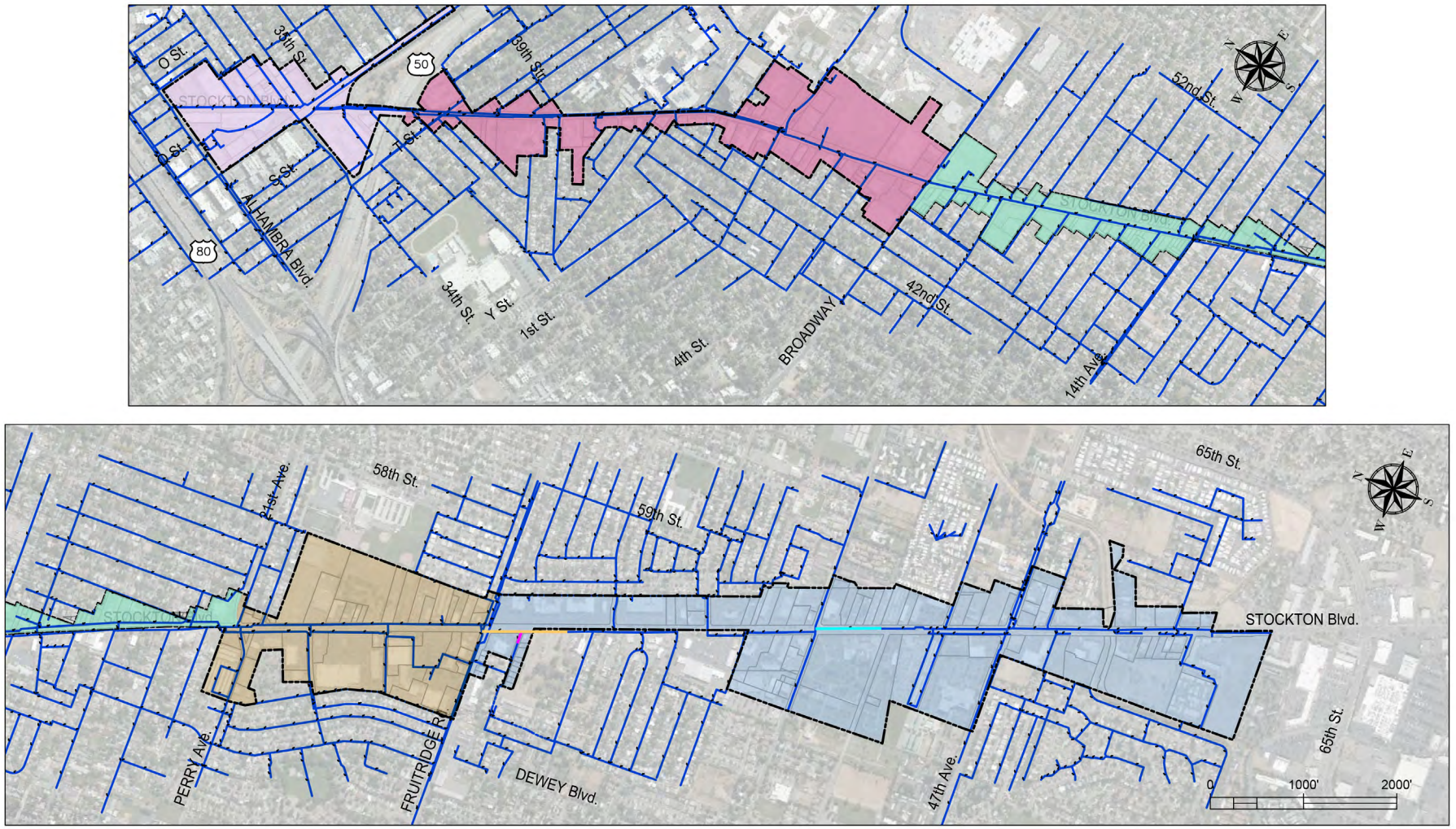


Figure 21. Electric System

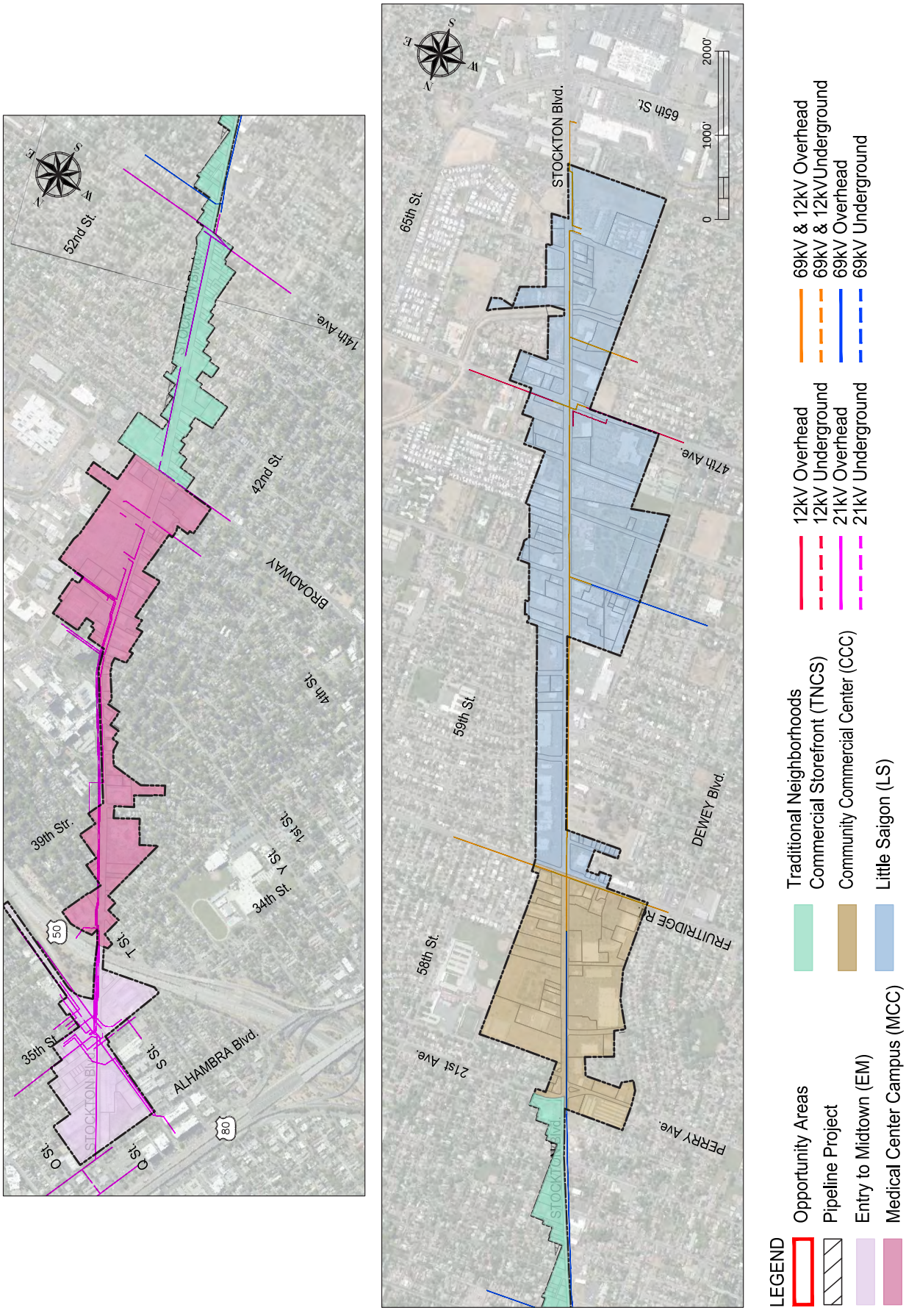


Figure 22. Natural Gas System



LEGEND

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

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11 Implementation



Groundbreaking at 4995 Stockton Boulevard to celebrate the construction of 200 affordable homes.

11.1. Introduction

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

11.2. Planning Context

All projects in the Specific Plan Area—including development projects, public improvements, and other land use activities—must be consistent with the Stockton Blvd Plan and comply with other relevant City policies, standards, and environmental review processes. Refer to Appendix I for detailed maps, which provide enlarged views of the Specific Plan Area and the parcels within its boundary. Private development projects are subject to review and approval to obtain entitlements and permits. To ensure compliance with applicable plans and regulations, the City may impose specific conditions on approved projects.

The framework to guide land use and urban form in the Stockton Blvd Plan Area relies on citywide planning documents, which includes development standards and design guidelines that guide development within the city. In addition to the Stockton Blvd Plan, all subsequent planning projects along the Stockton Boulevard Corridor shall adhere to the following documents:

2040 General Plan

The 2040 General Plan establishes land uses for the City, including the Stockton Blvd Plan Area, along with a framework of policies that guide design and urban form. The 2040 General Plan applies two land use designations in the Specific Plan Area, discussed in Stockton Blvd Plan section 4.4. 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

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 Specific Plan Area. Policies encourage transit supportive uses, revitalization of Stockton Boulevard, and the relocation of nonconforming light-industrial uses from Stockton Boulevard. The Specific Plan is consistent with all policies set forth in the Fruitridge-Broadway Plan.

Planning and Development Code

The Planning and Development Code, set forth in title 17 of the Sacramento City Code, establishes the zoning regulations that implement the General Plan and dictates how land can be used, how much development can occur on a given parcel, as well as development standards and design guidelines, such as setbacks, height, lot coverage, that must be considered. The Specific Plan relies on and is consistent with the Planning and Development Code.

Broadway-Stockton Special Planning District

The Specific Plan Area generally falls within the Broadway-Stockton Special Planning District (SPD). The SPD, set forth in 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.

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.

All projects in the Specific Plan Area must follow review processes and comply with CEQA and other relevant state laws and regulations.

11.3. Specific Plan Implementation

The Specific Plan is implemented through the project review process (as described in Section 11.2), as well as detailed Specific Plan Implementing Actions (Implementing Actions), as shown in Table 6). Table 6 contains the folllowing components:

- **Implementing Actions.** Describes actions, procedures, or programs intended to implement the Specific Plan's policies.
- **Department Lead(s).** Lists the City department(s) with primary implementation responsibility.
- **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.
- **Reference to Policy.** Each Implementing Action includes a reference to the Stockton Blvd Specific Plan policy it helps implement (in parentheses at the end of the action).
- **Timing.** The listed time frames represent the goal for completing the implementing action after plan adoption. 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 timeframes are used:
    - **Short.** Actions in progress or that can be completed within 18 months.
    - **Medium.** Actions to be completed within 5 years.
    - **Long**. Actions that will take over 5 years to complete.
    - **Ongoing.** Actions that are recurring or have an extended duration and are not limited to a specific time frame.

Acronyms used in Table 6 are identified below.

- Community Development Team (CDD)
- Department of Utilities (DOU)
- Enhanced Infrastructure Financing District (EIFD)
- Neighborhood Development Action Team (NDAT)
- Office of Innovation and Economic Development (OIED)
- Office of Arts and Culture (OAC)
- Sacramento Housing and Redevelopment Agency (SHRA)

Table 2-6. Specific Plan Implementing Actions

Land Use

Implementing Action LU-1: Special Planning District.

Consider revising the prohibited or conditional uses, as well as meeting procedures for the Broadway-Stockton Special Planning District in Planning and Development Code Chapter 17.404. (Specific Plan LU-1; LU-2; LU-3)

Department Lead(s): CDD	**Funding:** Staff Time	**Timing:** Short

Implementing Action LU-2: 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. (Specific Plan LU-2; LU-3)

Department Lead(s): CDD	**Funding:** Staff Time	**Timing:** Short

Housing

Implementing Action H-1: Accessory Dwelling Units.

Continue to incentivize and facilitate construction of affordable Accessory Dwelling Units (ADUs) by educating homeowners and providing information about the process and by offering free permit-ready ADU plans. (Specific Plan H-1)

Department Lead(s): CDD	**Funding:** Staff Time	**Timing:** Short

Culture, Arts, and Community Character

Implementing Action CACC-1: 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. Potentially eligible resources include but are not limited to the Colonial Theater, the Coca Cola Bottling Plant, San Francisco Boulevard, and the Sacramento Fire Department Engine Company #9. (Specific Plan CACC-3)

Department Lead(s): CDD	**Funding:** Staff Time	**Timing:** Medium

Implementing Action CACC-2: Unique Community Assets.

Maintain and enhance unique and historic buildings and spaces that make Stockton Boulevard memorable, such as San 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. (Specific Plan CACC-3)

Department Lead(s): CDD	**Funding:** Staff Time, Grants	**Timing:** Ongoing

Implementing Action CACC-3: Cultural Night Life.

Continue City efforts to support the night life industry through supportive permitting, business advocacy, and technical assistance, and creating new or supporting existing venues along Stockton Boulevard. (Specific Plan CACC-5)

Department Lead(s): OAC, OIED, CDD	**Funding:** Staff Time	**Timing:** Ongoing

Inclusive Economic Development: Implementing Actions

Implementing Action IED-1: Small Business Access to Capital.

Promote the City Office of Innovation and 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 BIPOC entrepreneurs in the Neighborhood Study Area. Pilot new programs (possibly within existing organizations) to address barriers and gaps in service delivery and support. (Specific Plan IED-1)

Department Lead(s): OIED	**Funding:** Staff Time, Grants	**Timing:** Short (18 months)

Environment, Public Health, and Safety

Implementing Action E-1: Well-Lit Streetscape.

Continue to encourage new developments and infrastructure projects to include exterior lighting that improves streetscape conditions and the pedestrian experience. (Specific Plan E-1)

Department Lead(s): CDD	**Funding:** Staff Time	**Timing:** Ongoing

Community Engagement and Capacity Building

Implementing Action CE-1: Community Ambassadors.

Continue the 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 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. Work with individuals known and trusted in the community to improve access to information, resources, and opportunities. (Specific Plan CE-1)

Department Lead(s): OEID; CDD	**Funding:** Staff Time, Measure U	**Timing:** Ongoing

Community Engagement and Capacity Building

Implementing Action CE-2: Volunteerism. Continue to facilitate volunteerism by making it easier and more appealing for residents to get involved by using advertising and other support services by the City's Volunteer Services Coordinator. (Specific Plan CE-1)		
Department Lead(s): OEID	**Funding:** Staff Time	**Timing:** Ongoing
Implementing Action CE-3: Residents' Knowledge Base. Continue to develop knowledge base of residents to fully participate in City and community decision-making through training and civic academies, such as Planning Academy, City Manager's Academy, short videos and graphics, and disseminating information through social media. (Specific Plan CE-1)		
Department Lead(s): OEID; CDD	**Funding:** Staff Time, Measure U	**Timing:** Ongoing
Implementing Action CE-4: Community Events Support. Continue to provide support for community events; reduce barriers (e.g., fees, policing, permitting requirements) for community events; and explore ways to allow community and/or neighborhood policing at local community events. (Specific Plan CE-1)		
Department Lead(s): OEID; OAC	**Funding:** Staff Time, City of Fesitvals Grant	**Timing:** Ongoing
Implementing Action CE-5: Establish Neighborhood Meeting Process. Create guides, templates, and other materials to support applicants with having effective community meetings about development projects. (Specific Plan CE-2)		
Department Lead(s): CDD	**Funding:** Staff Time	**Timing:** Short

Infrastructure

Implementing Action I-1: Water System Improvements.

Implement the four required improvements to the existing water system—upsize 6-inch water mains and extend three dead-end water mains to connect to the existing system—to accommodate future growth as identified in the Infrastructure Report (Appendix D, page 24). (Specific Plan I-1)

Department Lead(s): DOU; CDD	**Funding:** Developer, EIFD, Grants	**Timing:** Ongoing

Implementing Action I-2: Infrastructure Improvements.

Actively seek funding, including from local financing mechanisms (such as an enhanced infrastructure financing district [EIFD]), for the Specific Plan Area to enhance infrastructure for existing and new developments. Look for funding opportunities that support co-benefits like affordable housing, public transportation, pedestrian/bicycle use, and anti-displacement. (Specific Plan I-1)

Department Lead(s): CDD OIED	**Funding:** Staff Time	**Timing:** Ongoing

Implementing Action I-3: Grants and Local, State or Federal Funding.

Facilitate collaborative funding opportunities among City departments, including grants or local, State, or federal funding. This would include local financing mechanisms (such as a potential enhanced infrastructure financing district [EIFD]). Use cross- departmental teams to brainstorm, research, and pursue funding for the actions throughout this document. (Specific Plan I-1)

Department Lead(s): OEID; CDD	**Funding:** Staff Time, Measure U, EIFD	**Timing:** Ongoing

11.4. Mitigation Monitoring Program Implementation

The mitigation adopted in the Mitigation Monitoring Plan (MMP) as part of the certification of the EIR for the Stockton Blvd Specific Plan, will be enforced in connection with implementation of the Specific Plan, as appropriate. This section is organized by topic, in alignment with the MMP, and includes the relevant policies or actions to be implemented. For each policy and action, the corresponding EIR mitigation measure and Specific Plan or 2040 General Plan policy is referenced in parentheses, if applicable.

Biological Resources

Policy BR-1: Purple Martin Avoidance

If vegetation removal, structure demolition, or ground disturbance is proposed between April and August, a qualified biologist shall conduct preconstruction surveys for nesting purple martin within 500 feet of the activities no more than 30 days before construction commences. A qualified biologist shall establish a non-disturbance buffer at a distance sufficient to minimize nest disturbance based on the nest location, topography, cover, the species' sensitivity to disturbance, and the intensity/type of potential disturbance. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined appropriate by a qualified biologist. If a purple martin nest tree, or structure, (any tree or structure that has an active nest in the year the impact is to occur) must be removed, the tree/structure shall be removed between September and March, when not occupied. (Refer to Mitigation Measure 3.2-1a: Avoid Direct Loss and Disturbance of Nesting Purple Martin)

Cultural Resources

Policy CR-1: Archaeological Survey Prior to Construction. Upon direction of the City Preservation Director, the City shall require archaeological resources surveys for projects that include ground disturbance. (Refer to Mitigation Measure 3.3-2b: Conduct Archaeological Survey Prior to Construction)

Action CR-A1: Identify Unanticipated Discoveries. In the event that archaeological resources or human remains are encountered during construction, work within 100 feet of the discovery shall cease until a notice to proceed is issued by the City. The applicant shall notify the City of Sacramento Manager of Environmental Planning Services or the City Preservation Director and shall comply with City direction, and federal and State regulations and guidelines regarding the treatment of cultural resources and human remains. The Coroner shall be notified in the event human remains are discovered; the applicant shall be responsible for the employment of a qualified archaeologist to advise regarding treatment of any artifacts. (Refer to Mitigation Measure 3.3-2c: Identify Unanticipated Discoveries and Specific Plan Policy CR-1 Archeological Survey Prior to Construction)

Action CR-A2: Avoidance or Minimization of Effects on Identified Historic Resources. If assessment of project impacts finds that a proposed project would have a significant impact on historic resources, the project applicant shall, in consultation with City of Sacramento Planning Division staff, determine whether the project can be feasibly redesigned or revised to avoid such impacts. If avoidance of historic resource(s) is not feasible, the project applicant shall seek to reduce the effect on historic resource(s) as much as possible through project design. (Refer to Mitigation Measure 3.3-1c: Context Compatibility and 2040 General Plan Policies LUP-8.10 and LUP-8.11)

Action CR-A3: Evaluate the Historic Significance of Age-Eligible Properties. If alteration or new construction is proposed on a parcel within the Plan Area which includes a building, structure, or landscape more than 45 years old (the typical age threshold applied by the California Office of Historic Preservation), the project applicant, at the request of the City's Preservation Director, shall retain a professional who meets the Secretary of the Interior's Professional Qualifications Standards for architectural history or history (as appropriate) to conduct an evaluation of the historic significance and eligibility of buildings, structures, and landscape features on the parcel for listing on the Sacramento Register of Historic and Cultural Resources (Sacramento Register) and California Register of Historical Resources (California Register). (Refer to Mitigation Measure 3.3-1d: Identification of Historic Resources and 2040 General Plan Policy HCR-1.18)

Action CR-A4: Assess Project Impacts on Eligible Properties. Projects proposing to alter buildings, structures, or landscape features found through evaluation to be eligible for listing on the California Register or National Register of Historic Places shall, at the direction of the City's Preservation Director, be evaluated for adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Potential direct and/or indirect effects on the identified historic resources shall be assessed according to CEQA Guidelines Section 15064.5(b). (Refer to Mitigation Measure 3.3-1e: Assessing Impacts and 2040 General Plan Policy HCR-1.18)

Action CR-A5: Documentation of Identified Historic Resources. In cases where impacts to historic resources cannot be reduced through avoidance or project redesign to a less-than-significant level, the project applicant shall undertake historic documentation prior to issuance of building permits. Documentation may include completion of a Historic American Buildings Survey (HABS) Historical Report and accompanying HABS-style photographs. The appropriate level of photographic and narrative HABS documentation shall be determined by City Preservation Director based on the significance and associations of the resource. (Refer to Mitigation Measure 3.3-1g: Demolition Mitigation and 2040 General Plan Policy HCR-1.10)

Action CR-A6: Interpretive Program. If a proposed project within the Plan Area would cause a significant impact to a historic resource, and the City Preservation Director deems that an interpretive program would be effective and feasible, the project applicant shall hire a qualified professional to develop an on-site interpretive program. An interpretive program would likely be deemed effective in cases where the resource(s) planned for alteration or demolition has particular significance to the history of Sacramento or within the community. The development of interpretive program content shall be conducted or overseen by a qualified professional who meets Secretary of the Interior's Professional Qualification Standards for history, architectural history, or architecture (as appropriate), and approved by the City of Sacramento Planning Division staff. The interpretive program shall include, at a minimum, an on-site, publicly accessible exhibit with information about the property's history, contribution to the history of the neighborhood and/or city, and relevant historic photographs or drawings. (Refer to Mitigation Measure 3.3-1g: Demolition Mitigation and 2040 General Plan Policy HCR-1.10)

Action CR-A7: Protection of Historic Resources During Construction. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall incorporate into construction specifications for the proposed project a requirement that construction contractors use all feasible means to avoid damage to adjacent and nearby historic resources. Such methods may include maintaining

a safe distance between the construction site and the historic resource, using construction techniques that reduce vibration (including alternatives to jackhammers and hoe-rams where possible), appropriate excavation shoring methods to prevent movement of adjacent structures, and adequate site security to minimize risks of vandalism and fire. This measure shall apply to historic buildings, structures, and site or landscape features both within and outside of the proposed project parcel. (Refer to Mitigation Measure 3.3-1h: Protection during Construction)

Action CR-A8: Construction Monitoring Program for Historical Resources. If a project within the Plan Area proposes demolition, alteration, or new construction within 25 feet of a building, structure, or feature which has been listed on the Sacramento Register, California Register, or National Register, or found eligible through evaluation for listing on the California Register or National Register, the project applicant shall undertake a monitoring program to document and minimize damage to adjacent historic resources. Prior to the start of ground-disturbing project activity, the project applicant shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historic resources within 25 feet of planned project activities to document and photograph existing conditions of the resource(s). The consultant shall conduct regular periodic inspections of each historic resource during ground-disturbing activity on the project site. Should damage to a historic resource occur, the contractor or consultant, as appropriate, shall immediately notify the project applicant. Any historic resource(s) damaged as a result of project activities shall be remediated to their preconstruction condition at the conclusion of ground-disturbing activity on the site. The consultant shall submit monthly monitoring reports, which shall include photographs from site inspections and reports of any observed damage, to the project applicant for the duration of monitoring activity. This mitigation measure may be implemented in combination with required mitigation measures for vibration, as appropriate. (Refer to Mitigation Measure 3.3-1h: Protection during Construction)

Energy

Policy E-1: Electrical Vehicle Parking Spaces. Applicants shall include the most recent CalGreen Tier 2 requirements pertaining to required EV parking spaces in the project design in order to meet the prerequisites for SMAQMD's Tier 1 BMP 2. (Refer to Mitigation Measure 3.4-2: Electric Vehicle Charging Parking)

Hazards and Hazardous Materials

Policy HHM-1: Conduct a Phase I ESA. Prior to the issuance of a grading permit, project applicants for all future development projects within the Specific Plan Area shall complete a Phase I ESA (performed in accordance with the current ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process [E 1527]) for each individual property prior to development or redevelopment to ascertain the presence or absence of Recognized Environmental Conditions (RECs), Historical Recognized Environmental Condition (HRECs), and Potential Environmental Concerns (PECs). The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted. (Refer to Mitigation Measure 3.6-1: Conduct a Phase I ESA)

Policy HHM-2: Prepare and Enforce a Construction Traffic Management Plan. Prior to issuance of grading permits, the applicant shall submit to the City for review and approval a Construction Traffic Management Plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. The plan shall include construction and public (if applicable) access points, procedures for notification of road closures, construction materials delivery plan, a description of emergency

personnel access routes during road closures, this plan shall ensure adequate access for emergency responders. (Refer to Mitigation Measure 3.6-4: Prepare and enforce a Construction Traffic Management Plan).

Noise and Vibration

Policy NV-1: Reduce Construction-Related Noise. For all projects in the Specific Plan Area that require a building permit, the City shall require that the contractor implement the following measures during all phases of construction:

- Construction hours shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Saturday and between 9:00 a.m. and 6:00 p.m. on Sunday. Construction outside of these hours may be approved through a development permit based on a site specific "construction noise mitigation plan" and a finding by the Director of Community Development or their designee that the construction noise mitigation plan is adequate to prevent excessive noise disturbance of affected residential uses. The site-specific development permit would allow for work outside normally permitted hours (e.g., overnight) subject to conditions of approval, including performance standards, imposed by the City to limit noise impacts.
- All heavy construction equipment and all stationary noise sources shall have manufacturer-installed mufflers. Mufflers and noise suppressors shall be properly maintained and tuned to ensure proper fit, function, and minimization of noise.
- Heavy-duty equipment shall be operated at the lowest operating power possible and shall be restricted in close proximity to sensitive receptors.
- For construction activity that occurs during nighttime hours, where available and feasible, equipment with back-up alarms shall be equipped with either audible self-adjusting backup alarms or alarms that only sound when an object is detected. Self-adjusting backup alarms shall automatically adjust to 5 dB over the surrounding background levels. All non-self-adjusting backup alarms shall be set to the lowest setting required to be audible above the surrounding noise levels.
- To the extent that noise-generating outdoor construction activity needs to occur at night as part of a continuous construction activity, the activity shall be planned such that the portion that needs to take place closest to sensitive receptors takes place during less noise-sensitive daytime hours. Temporary noise barriers shall be constructed, if needed, to screen noise-generating equipment when located near noise-sensitive land uses.
- If impact pile driving is required, sonic pile drivers shall be used, unless engineering studies are submitted to the City that show this is not feasible, based on geotechnical considerations.

(Refer to Mitigation Measure 3.7-1b: New Policy for Goal E-1: Environment, Public Health, and Safety and Specific Plan Goal E.1)

Policy NV-2: Reduce Construction-Related Vibration. The following vibration control measures (or other equally effective measures approved by the City) shall be implemented:

- To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving) for the purpose of preventing damage to nearby structures shall be established based on the proposed activities and locations, once determined. Factors to be considered include the specific nature of the vibration producing activity (e.g., type and duration of pile driving), local soil conditions, and the fragility/resiliency of nearby structures. Established setback requirements can be breached if a project-specific site-specific vibration analysis is conducted by a qualified geotechnical

engineer or ground vibration specialist that indicates that no structural damage would occur at nearby buildings or structures.

- To prevent disturbance to sensitive land uses, minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving) shall be established based on the proposed activities and locations, once determined.
- Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, etc.,) shall be considered and implemented where feasible to reduce vibration levels.
- Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

(Refer to Mitigation Measure 3.7-2b: New Policy for Goal E-1: Environment, Public Health, and Safety and Specific Plan Goal E.1)

Public Services and Recreation

Policy PSR-1: Identify Parks and Recreation Facilities. Through implementation of the 2040 Parks Plan, the City shall evaluate the equitable increase in public parkland and recreation facilities to serve the needs of the current and new residents within the Stockton Blvd Specific Plan Area, that shall be developed as neighborhood parks or other nonconventional park solutions to be accessible within a 10-minute walk of residential land uses. (Refer to Mitigation Measure 3.8 -5b: Identify Park and Recreation Facilities)

Transportation and Circulation

Policy TC-1: Transportation Demand Management. Prior to issuance of building permits, future projects shall submit to the City either a project-specific transportation analysis that demonstrates that the project would obtain the City's VMT reduction target or a TDM Plan. Both documents shall be subject to review and approval by the City of Sacramento Department of Public Works. The TDM Plan shall be designed to reduce passenger vehicle VMT per capita to 34.22 (a 16.8-percent reduction from baseline passenger vehicle VMT per capita) or as close as deemed feasible by the City. The TDM Plan shall contain VMT reduction strategies identified in the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (California Air Pollution Control Officers Association [CAPCOA] 2021) or an equivalent reference where the effectiveness of strategies is supported by substantial evidence.

The TDM Plan may include, but would not be limited to, the CAPCOA strategies listed in Table 3.9-3 in the EIR MMP. (Refer to Mitigation Measure 3.9-1a: Project applicants shall prepare and implement a Transportation Demand Management (TDM) Plan to guide implementation of TDM strategies for development)

Policy TC-2: Project Applicant Contributions to Development Impact Fee Program. Project applicants shall contribute to the City of Sacramento's development impact fee program an amount determined by City, subject to the following conditions:

- The contribution will only apply towards improvement projects that demonstrate VMT reduction potential per CAPCOA.
- The contribution, when combined with the other fee revenue and city revenues, shall be sufficient to construct the applicable improvements prior to build-out of the proposed Specific Plan.

(Refer to Mitigation Measure 3.9-1b: Project applicants shall contribute to the City of Sacramento's development impact fee program an amount determined by City)

Policy TC-3: Monitor Transit Service Performance and Implement Strategies to Minimize Delays. The City shall coordinate with SacRT and other relevant transit operators to establish baseline on-time performance metrics for routes operating on Stockton Boulevard in the vicinity of the Specific Plan Area consistent with established standards and methods. (Refer to Mitigation Measure 3.9-2a: Monitor transit service performance and implement strategies to minimize delays to transit service.)

Policy TC-4: Monitor Transit Service Performance and Implement Transit Service and/or Facility Improvements. The City shall coordinate with SacRT and other relevant transit operators to establish baseline transit performance (i.e., loading, productivity, and on-time performance) and safety metrics for routes operating within the vicinity of the Specific Plan Area consistent with established standards and methods. (Refer to Mitigation Measure 3.9-2b: Monitor transit service performance and implement transit service and/or facility improvements)

Tribal Cultural Resources

Policy TCR-1: Protect Discovered Tribal Cultural Resources. If any suspected tribal cultural resources (such as unusual amounts of bone or shell, artifacts, or human remains) are encountered at the project site during construction, work shall be suspended within 100 feet of the find (based on the apparent distribution of cultural materials), and the construction contractor shall immediately notify the project's City representative. Avoidance and preservation in place is the preferred manner of mitigating impacts to tribal cultural resources. This will be accomplished, if feasible, by several alternative means, including:

- Planning construction to avoid tribal cultural resources and/or archaeological sites; incorporating these resources within parks, green-space or other open space; covering archaeological resources; deeding a tribal cultural resource to a permanent conservation easement; or other preservation and protection methods agreeable to consulting parties and regulatory authorities with jurisdiction over the activity.
- Recommendations for avoidance of tribal cultural resources will be reviewed by the City representative, interested culturally affiliated Native American tribes, and other appropriate agencies, in light of factors such as costs, logistics, feasibility, design, technology and social, cultural and environmental considerations, and the extent to which avoidance is consistent with project objectives. Avoidance and design alternatives may include realignment within the project site to avoid cultural resources, modification of the design to eliminate or reduce impacts to tribal cultural resources or modification or realignment to avoid highly significant features within a tribal cultural resource.
- Native American representatives from interested culturally affiliated Native American tribes will be invited to review and comment on these analyses and shall have the opportunity to meet with the City representative and its representatives who have technical expertise to identify and recommend feasible avoidance and design alternatives, so that appropriate and feasible avoidance and design alternatives can be identified.
- If the discovered tribal cultural resource can be avoided, the construction contractor(s), will install protective fencing outside the site boundary, including a 100-foot buffer area, before construction restarts. The boundary of a tribal cultural resource will be determined in consultation with interested culturally affiliated Native American tribes and tribes will be invited to monitor the installation of fencing. Use of temporary and permanent forms of protective fencing will be determined in consultation with Native American representatives from interested culturally affiliated Native American tribes.

- The construction contractor(s) will maintain the protective fencing throughout construction to avoid the site during all remaining phases of construction. The area will be demarcated as an "Environmentally Sensitive Area."

If a tribal cultural resource cannot be avoided, the following performance standard shall be met prior to continuance of construction and associated activities that may result in damage to or destruction of tribal cultural resources:

- Each resource will be evaluated for California Register of Historical Resources (CRHR) eligibility through application of established eligibility criteria (California Code of Regulations 15064.636), in consultation with consulting Native American Tribes, as applicable.

If a cultural resource or a tribal cultural resource is determined to be eligible for listing in the CRHR, the City will avoid damaging effects to the resource in accordance with California PRC Section 21084.3, if feasible. The City will coordinate the investigation of the find with a qualified archaeologist (meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology) approved by the City and with interested culturally affiliated Native American tribes that respond to the City's invitation. As part of the site investigation and resource assessment, the City and the archaeologist shall consult with interested culturally affiliated Native American tribes to assess the significance of the find, make recommendations for further evaluation and treatment as necessary and provide proper management recommendations should potential impacts to the resources be determined by the City to be significant. A written report detailing the site assessment, coordination activities, and management recommendations will be provided to the City representative by the qualified archaeologist. These recommendations will be documented in the project record. For any recommendations made by interested culturally affiliated Native American tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

Native American representatives from interested culturally affiliated Native American Tribes and the City representative will also consult to develop measures for long-term management of any discovered tribal cultural resources. Consultation will be limited to actions consistent with the jurisdiction of the City and taking into account ownership of the subject property. To the extent that the City has jurisdiction, routine operation and maintenance within tribal cultural resources retaining tribal cultural integrity shall be consistent with the avoidance and minimization standards identified in this mitigation measure.

If the City determines that the project may cause a significant impact to a tribal cultural resource, and measures are not otherwise identified in the consultation process, the following are examples of mitigation capable of avoiding or substantially lessening potential significant impacts to a tribal cultural resource or alternatives that would avoid significant impacts to the resource. These measures may be considered to avoid or minimize significant adverse impacts and constitute the standard by which an impact conclusion of less-than significant may be reached:

- Avoid and preserve resources in place, including, but not limited to, planning construction to avoid the resources and protect the cultural and natural context to incorporate the resources with culturally appropriate protection and management criteria.
- Treat the resource with culturally appropriate dignity taking into account the Tribal cultural values and meaning of the resource, including, but not limited to, the following:
    - Protect the cultural character and integrity of the resource.
    - Protect the traditional use of the resource.
    - Protect the confidentiality of the resource.

- Establish permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purpose of preserving or using the resources or places.
- Protect the resource.

(Refer to Mitigation Measure 3.10-1a: Protect Discovered Tribal Cultural Resources)

Policy TCR-1: Protect Discovered Tribal Cultural Resources. If an inadvertent discovery of human remains is made at any time during project-related construction activities or project planning, the City the following performance standards shall be met prior to implementing or continuing actions such as construction, which may result in damage to or destruction of human remains. In accordance with the California Health and Safety Code (HSC), if human remains are encountered during ground-disturbing activities, the City shall immediately halt potentially damaging excavation in the area of the remains and notify the Sacramento County Coroner and a professional archaeologist to determine the nature of the remains. The Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or State lands (HSC Section 7050.5[b]).

If the human remains are of historic age and are determined to be not of Native American origin, the City will follow the provisions of the HSC Section 7000 (et seq.) regarding the disinterment and removal of non-Native American human remains.

If the Coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination (HSC Section 7050[c]). After the Coroner's findings have been made, the archaeologist and the NAHC-designated Most Likely Descendant (MLD), in consultation with the landowner, shall determine the ultimate treatment and disposition of the remains. The responsibilities of the City for acting upon notification of a discovery of Native American human remains are identified in California PRC Section 5097.9 et seq. (Refer to Mitigation Measure 3.10-1b: Protect Discovered Human Remains)

11.5. Neighborhood Action Plan Implementation

The Neighborhood Action Plan is organized around the Community Priorities, listed in Section 3.5. The priorities provide a high-level summary of the main concerns that residents and community members identified during the engagement process.

There are many ways that both the City and community can contribute towards addressing community priorities. Specific activities that had a broad level of support are listed under the applicable Community Priority in Table 7 as "Priority Actions".

Priority Actions are measures, procedures, or programs that are consistent with the General Plan. The Priority Actions may not have clear end dates, may be led by the City and/or community (and may be carried forward by the community (individuals, businesses, landowners, organizations, etc.) and may be funded through various sources. These actions are not required to implement the Specific Plan.

Priority Actions are not meant to restrict the City or community, or impose any obligations on either, but rather to document and provide a point-in-time reference of the community's priorities to help inform how funding and resources should be directed as it is made available.

Because the Neighborhood Action Plan is centered on the Community Priorities, there may be additional actions not captured here that could also accomplish the community's priorities. In addition, potential actions that did not garner widespread support during the engagement process are included in Appendix H for informational purposes only to acknowledge additional input received. The City of Sacramento's Neighborhood Development Action Team has secured $500,000 to fund community-led actions that would help accomplish the community's priorities, even if those activities are not specifically listed as Priority Actions (see Section 11.7 for more information).

Methods of Implementation

The following section identifies mechanisms that the City or community can use to support the Community Priorities. These are relevant for the Priority Actions as well as any other activities proposed to support the Community Priorities. These tools and methods are known as "levers."

Levers are intended to reflect the type of activities that are within the broad responsibility of the community and/or City. Establishing key activities and responsibilities of the City, individuals, groups, and organizations better situates this Plan for action.

It is essential to recognize what the Neighborhood Action Plan implementation is not. It is not a quick fix. Neither the process nor the Plan is a magic bullet. Like many neighborhood planning activities, implementation of this Plan is a long-term investment and requires active engagement. In other words, every plan must be accompanied by commitment and action—on the part of both the City and the community—if it is to achieve meaningful results.

City Levers

The City has a toolkit of essential mechanisms to implement this Plan, including contributing funding or focusing staff or other resources. Below is a summary of levers the City enacts to implement the Plan.



Financing and Budgeting

Each fiscal year, the City prepares an annual operating budget which determines how City funding will be spent, including the level of staffing and funding for each department or office. While the City receives funds through taxes and fees, the City may also seek out

funding for specific projects and programs from the State, federal government, or other funders. The City may provide grant funds to individuals or organizations, pay to contract with vendors or consultants, or waive city fees and fines.



Capital Improvements

Each year, the City prepares an update to the Capital Improvement Program (CIP), a 5-year outline of upcoming capital (physical) projects and how they will be funded. These include a wide range of projects such as upgraded utility lines, new or upgraded parks, or transportation facilities. CIPs are generally prioritized on a citywide level and guided by department-specific documents, such as the Transportation Priorities Plan (Public Works), Parks and Recreation Master Plan (Youth, Parks, and Community Enrichment), and Capital Improvement Programming Guide (Utilities).



Policies and Regulations

The City enacts regulations to further public health, safety, and welfare of residents. City ordinances provide direction on the appropriate uses for sites and standards provide a development review process that establishes procedures for development and authorizes the City to approve, deny, or condition projects based on their consistency with this Specific Plan and other regulatory plans and ordinances.



Programs and Services

The City provides a broad range of services to its residents, businesses, and visitors and manages and operates its facilities to meet community needs, including community engagement, public safety, recreation, arts and culture, and workforce development. Services and programs also include education and capacity building, like the City Manager's Academy, Planning Academy, or Summer @ City Hall. Various departments and offices have a wide variety of programs to meet the needs of residents and business owners and may pilot new programs throughout the year.



Plans, Strategies, and Studies

The City develops and manages plans and strategies that provide more specific direction for city decision-makers, staff, and the public on how policies will be implemented. The City also conducts studies and produces reports to collect and evaluate information related to specific issues, plans, and programs.



Compliance and Enforcement

The Police Department and Code Compliance Division of the City provide oversight on the compliance of rules and regulations in the city. Through education and enforcement, code compliance staff helps to maintain the quality of the community and police staff responds to a variety of events and calls. Police monitor safety and security issues throughout the City.



Coordination, Advocacy, and Support

The City coordinates with and builds relationships among public agencies at the local, regional, state, and federal level to advocate for resources, actively seek funding, and implement policies and programs. The City also combines its efforts with the private sector to improve public service delivery, manage public sector assets, or leverage private sector investment. Inter-governmental coordination and joint partnerships with the private sector and community-based organizations help support efficient consolidation of resources and project delivery.

Community Levers

Strong communities are critical because they are often an important source of social connection, a sense of belonging, advocacy and action, and capacity building. The community is uniquely situated to identify and prioritize assets and problems, develop solutions, plan for implementation, and monitor outcomes because of their place-based knowledge on the conditions and needs in their neighborhoods. The community consists of a network of actors, including residents, businesses, advocates, groups with shared interests or goals, and community- and faith-based organizations. Empowering the community within the Neighborhood Study Area is of utmost priority.

Although there is not a one-size fits all process for developing and enacting a plan, there are an array of proactive tools and methods (levers) communities can utilize to continue to build capacity, identify common problems or goals, mobilize resources, and implement strategies to reach identified goals.

Following is a summary of these levers.



Advocacy and Coalition Building

Community coalition building, or people and organizations coming together to talk about matters important to them, and then working together to successfully change their communities, is fundamentally a grassroots process. This typically includes educational efforts, developing a shared vision, gaining an understanding of community needs, involving other people, generating and using power, leveraging political power, and planning purposeful action.

Residents possess the power to hold elected officials and leadership accountable by attending government hearings and decision-making meetings, providing comments, organizing and attending community events, contacting representatives, organizing rallies, using social media to highlight impacts or policies, and voting.



Programs and Direct Services

Similar to the City, individuals and community organizations can define, design, and implement programs that address ongoing needs. Examples include mutual aid, community gardens and greening efforts, block parties, volunteering, yard sales, public awareness campaigns, among many others.



Develop and Maintain Private Property

Property owners can modify and make improvements to privately-owned property, including residential, commercial, and industrial sites. Private development, such as a mix of affordable, quality housing types and accessory dwelling units (ADUs) and community-serving uses like small businesses, healthcare, grocery stores, community gardens and farmers' markets, and parklets, can help meet residents' needs, beautify neighborhoods, and create healthier communities. Property owners can apply for permits, and in some cases seek financial assistance and other resources, to develop and maintain private property.



Funding

Individuals and organizations can both raise and distribute funds. Fundraising is a concrete way for people to contribute to their community efforts. This can take many forms, such as collecting individual donations, seeking donations from companies or other organizations, or applying for grants and loans. These funds can then be used for programs and services or provided as grants or payments for community needs.

Priority Actions

Table 7 shows the Neighborhood Action Plan's Community Priorities, progress statements, and Priority Actions. The Neighborhood Action Plan supports, but does not rely upon, the Specific Plan. The Priority Actions are measures, procedures, or programs that are consistent with the General Plan and Housing Element goals, policies, and programs. The Priority Actions may not have clear timing, may be led by the community in collaboration with the City, and may be funded through various sources. These are not meant to restrict the City or community, but to document and provide a point-in-time reference for how funding and resources should be directed as it is made available. The Priority Actions are not required to implement the Specific Plan.

Each Neighborhood Action Plan Priority Action aligns with one or more Community Priorities that detail the desired outcomes identified by the community. Below each community priority is a description of other activities that the City or others have taken in recent years to address this desired outcome.

Each topical section includes:

- **Community Priority.** Describes the Community Priorities developed through community engagement efforts, as described in Chapter 3, Section 3.5. Community Planning Priorities.
- **Progress.** Describes the actions the City or other individuals or organizations have already taken or are currently pursuing that relate to the Community Priority.
- **Priority Action.** Describes the Priority Actions that the City and/or community can pursue.
- **City Levers.** Describes the levers the City can employ to implement the actions.
- **Community Levers.** Describes the levers the community can employ to implement the actions.
- **Reference to Policy.** Each Priority Action includes a reference to the General Plan or Housing Element policy or policies it would help implement (in parentheses at the end of the action).

Table 2-7. Neighborhood Action Plan



Land Use

Community Priority LU-1: Activate Vacant and Underutilized Sites.

Progress: The City has a Vacant Lot Program that requires landowners to register their lots with the City. There is also an Urban Agriculture Ordinance which allows small-scale urban agriculture to be the primary land use in most zones. The Urban Agriculture Incentive Zone (UAIZ) Ordinance is a City program that provides property owners of vacant, unimproved, or blighted property the option of entering into a voluntary agreement with the City to keep the property in active agricultural use for a period of five years in exchange for a property tax benefit. The City has also worked on various initiatives to encourage the development of vacant and underutilized sites through Housing Element programs, including the Housing Development Toolkit, which provides resources on converting vacant and underutilized properties into housing.

Land Use

Priority Action LU-1a: Vacant Lot Adoption Program.

Explore a pilot program that connects landowners with interested individuals/organizations willing to maintain an active use, such as playgrounds, open space, community gardens, or gathering space. (General Plan EJ-2.10)

City Levers



Programs and Services

Community Levers



Advocacy and Coalition Building

Community Priority LU-2: Increase Active Land Uses Along the Corridor.

Progress: Along with the activities described under Community Priority LU-1, the City has provided a range of resources, initiatives, and incentives to develop or otherwise activate the corridor. These include streamlining housing development, providing grants for environmental cleanup activities, providing grants for arts and culture activities (including events), and providing funding for affordable housing. Some programs have been temporary, but could be extended or expanded if additional resources are found, such as the Al Fresco Dining Program (currently set to expire September 2023).

Priority Action: See Priority Action LU-1a: Vacant Lot Adoption Program.

Community Priority LU-3: Support Family- and Child-serving Land Uses.

Progress: Many groups and individuals along Stockton Boulevard have been developing new buildings and spaces for families, children, and people of all ages. Some examples include the Oak Park Sol Community Garden and affordable housing development at 5321 Stockton Boulevard, among others. The City hired a Child Care Project Manager in 2021 to facilitate more childcare solutions throughout the City to support workers and economic activity.

Priority Action LU-3a: 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. (General Plan YPRO-2.7)

Land Use

City Levers	Community Levers
Policies and Regulations	Programs and Direct Services

Housing

Community Priority H-1: Connect Residents to Resources and Programs to Keep Them Housed and Build Generational Wealth.

Progress: Residents, community-based organizations, and various agencies (including the City), have been working together on ways to help neighbors within the Neighborhood Study Area to be able to stay within their homes and neighborhoods. Many of the Priority Actions, below, have existing programs and devoted funding sources.

For instance, as part of the Aggie Square Community Benefits and Partnership Agreement (CBPA), the City committed $5 million and UC Davis committed $5 million towards programs aimed at stabilizing households and individuals and preventing homelessness and displacement. During the COVID-19 pandemic, the Sacramento Housing and Redevelopment Agency (SHRA) conducted a temporary rental payment assistance program and the Oak Park Neighborhood Association raised funds for Oak Park Cares, a community-funded emergency payment assistance program.

The City sponsors a Renter's Help Line to provide support to tenants and has been working to coordinate with 211 with their work on providing clear information on available resources. In December 2022, the County and City entered into a 5-year partnership agreement to address homelessness. The partnership agreement addresses outreach as well as shelter and services to people experiencing homelessness, particularly within the boundaries of the City of Sacramento. The five-year agreement identifies roles and responsibilities of the City and County and demonstrates a shared commitment to reducing unsheltered homelessness through systems-level changes and strategies identified by the 2022-2025 Local Homeless Action Plan. It includes joint outreach teams, hundreds of additional shelter beds and a commitment to meet the behavioral and mental health needs of people experiencing homelessness.

Priority Action H-1a: Homelessness Prevention Programs.

Expand homelessness prevention programs within the Neighborhood Study Area, including one-time rental assistance, emergency bill-payment assistance (e.g., medical bills, car repairs), or other similar prevention services. (Housing Element H-7.5)

Housing

City Levers



Financing and Budgeting



Coordination, Advocacy, and Support

Community Levers



Advocacy and Coalition Building



Programs and Direct Service

Priority Action H-1b: Home Repair Programs.

Create, expand, and maintain home repair programs for varying levels of repair needs in the Neighborhood Study Area. Home repair could address health and safety concerns, provide updates to allow aging-in-place, or reduce utility costs through electrification or home efficiency updates. (Housing Element H-5.8)

City Levers



Financing and Budgeting



Coordination, Advocacy, and Support

Community Levers



Advocacy and Coalition Building



Programs and Direct Service

Priority Action H-1c: Homebuying Assistance Programs.

Expand down payment and other home buying assistance programs to increase homeownership among existing residents in the Neighborhood Study Area. This could include distributing information about local, State, and federal programs; connecting residents with financial assistance or financial empowerment services, or expanding creative down payment alternatives (e.g., sweat equity). Focus outreach efforts in communities historically excluded from homeownership opportunities. (Housing Element H-4.4)

City Levers



Financing and Budgeting



Coordination, Advocacy, and Support

Community Levers



Advocacy and Coalition Building



Programs and Direct Service

Priority Action H-1d: Housing Help Center.

Provide a centralized, comprehensive, and accessible method for residents to access housing resources and information on tenant's rights. With so many resources and scattered information, it can be hard to find the appropriate help. While 211 provides some support for human services needs, there is no "one-stop shop" where someone can go to receive referrals to all the potential organizations and programs that could serve their needs. The Renter's Help Line (https://www.rentershelpline.org/) provides information on tenant's rights and responsibilities and offers tenant-landlord dispute resolution. (General Plan EJ-3.1)

Housing

City Levers



Coordination, Advocacy, and Support

Community Levers



Advocacy and Coalition Building

Community Priority H-2: Provide All Types of Housing to Serve the Diverse Needs of Residents.

Progress: As the first Prohousing Designation jurisdiction in California, the City provides supportive policies and programs aimed at making it easier to for a wide variety of housing to be developed throughout the city. These policies and programs are stated in the Housing Element and Land Use Element of the City's General Plan. Recently, the City produced two toolkits (Accessory Dwelling Unit Resource Center: https://adu.cityofsacramento.org/ and Housing Development Toolkit: https://www.cityofsacramento.org/Community-Development/Planning/Housing/Housing-Development-Toolkit) aimed at informing residents and developers on how to develop housing. Over the last several years (2020-2023), the City and SHRA have committed more than $40 million in funds and land towards over 1,700 units within the Neighborhood Study Area. Developers and organizations have been working on a variety of solutions for housing, including constructing regulated affordable housing, creating a land trust aimed at securing the affordability of land-trust owned homes, and developing accessory dwelling units.

Priority Action H-2a: Support Housing Development.

Support property owners and developers, non-profit and private, to develop a mix of new housing projects (e.g., accessory dwelling units (ADUs), medium- and high-density housing at mixed income levels, co-housing, workforce housing, housing affordable to lower income households, supportive housing for persons with disabilities, and senior housing). Continue to provide information to homeowners on how to build and operate new units and connect landowners and developers to resources through the ADU Resource Center and Housing Development Toolkit. (General Plan LUP-6.3; Housing Element H-4.1)

City Levers



Policies and Regulations



Programs and Services

Community Levers



Advocacy and Coalition Building



Develop and Maintain Private Property

Housing

Community Priority H-3: Ensure Tenant Protections and Support Tenant Rights.

Progress: Tenant protections is an important topic for many in the Neighborhood Study Area. This has also been a hugely important issue for both the City and State. Because of this, the City included Program H25: Sacramento Tenant Protection Act into the citywide Housing Element. This program includes advertising the current tenant protections, reviewing the ordinance, and making updates where needed.

Priority Action: See Priority Action H-1d: Housing Help Center.

Community Priority H-4: Address the Needs of Unhoused Neighbors and Provide for Safe, Clean, and Comfortable Shelters and Long-term Housing.

Progress: There has been a lot of city-, county-, and statewide attention to the increase in the number of residents who have become unhoused over the last several years. In 2020, the City created the Department of Community Response (DCR) to establish an alternative response model for 911 calls that do not require a police officer response. DCR was created partially to address the needs of unhoused neighbors as well as negative impacts of informal camping. In October 2022, City Council made the decision to focus City resources on preventing homelessness and providing permanent housing. Shortly after, the City and County of Sacramento announced a partnership to improve outreach, shelter, and services to the homeless. The five-year agreement outlines the roles and responsibilities of both parties, with a focus on reducing homelessness through systems-level changes.

Priority Action: See Priority Action H-2a: Support Housing Development.

Culture, Arts, and Community Character

Community Priority CACC-1: Celebrate and Enhance the Creativity, Diversity, and Beauty of the Stockton Boulevard Area and its People.

Progress: There are many existing cultural activities and locations in the Neighborhood Study Area, including Create District 6, Little Saigon, the Tet Festival, and public art. The City has a variety of existing programs and resources aimed at helping community members conduct events, install new public art, preserve the stories of residents, and activate public spaces. These programs include the City of Festivals Grant, Community Mural Program, Sacramento Arts & Culture Match Program, and the African American Experience Project. The City also collaborates with Visit Sacramento and other organizations to promote events and cultural tourism.

Culture, Arts, and Community Character

Priority Action CACC-1a: Stockton Boulevard Events.

Establish regular arts and cultural events that help to make Stockton Boulevard a regional attraction, such as a night market, an annual Stockton Boulevard Food Festival, or art walks. Increase community capacity to host events by marketing and streamlining access to existing city programs, such as the City of Festivals Special Event Support Program. Help address security costs and other needs. (General Plan LUP-9.1; General Plan YPRO-4.1)

City Levers



Financing and Budgeting



Policies and Regulations

Community Levers



Programs and Direct Service

Priority Action CACC-1b: 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. (General Plan HCR-1.16)

City Levers



Plans, Strategies, and Studies

Community Levers



Advocacy and Coalition Building

Priority Action CACC-1c: Culturally Relevant Wayfinding and Signage.

Use signs and other visual markers that highlight the various cultures in the Neighborhood Study Area and announce arrival to important locations along Stockton Boulevard. Identify the types and locations of new signage that will enhance the cultures and history of Neighborhood Study Area residents and other stakeholders. When possible, prioritize the selection of local artists for the design and production of these signs and markers. (General Plan HCR-3.1)

City Levers



Coordination, Advocacy, and Support

Community Levers



Advocacy and Coalition Building

Inclusive Economic Development

Community Priority IED-1: Expand Job Opportunities for Existing Residents.

Progress: The City's Office of Innovation and Economic Development (OIED) is focused on better connecting residents in underserved communities with critical workforce resources. As part of the Aggie Square CBPA, the City and its partners committed to not only creating new jobs, but also connecting local residents with those opportunities. This commitment includes job fairs, workforce development, and a community workforce agreement. The City is also developing pathways for young people (16 to 30) to step into high-need positions. This effort is funded through a $7 million CaliforniansForAll Youth Workforce Development Grant through California Volunteers. Other efforts include a workforce subcommittee of the Inclusive Economic and Community Development (IEDC) Investment Committee, $10 million of CARES Act-funded workforce recovery, $15 million in American Recovery Plan (ARP) funds to provide job training, paid internships and workforce readiness training to thousands of Sacramento residents between 16 and 30 years old, and $1.5 million in ARP funding towards childcare to support the workforce.

Priority Action IED-1a: Workforce Training and Marketing for Targeted Residents.

Connect 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. 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. (General Plan E-4.5; Housing Element H-4.4)

City Levers



Coordination, Advocacy, and Support

Community Levers



Programs and Direct Service

Inclusive Economic Development

Community Priority IED-2: Support the Growth of Small Businesses.

Progress: The Sacramento Inclusive Economic Development Collaborative (Sac IEDC) -- a 16-member collaborative consisting of local Chambers of Commerce, and Property and Business Improvement District (PBID) organizations, like the Stockton Boulevard Partnership, have been funded through the American Rescue Plan Act funding to the City of Sacramento. Sac IEDC provides capacity building to partner organizations, one-on-one assistance and services to small and local businesses in commercial corridors, and inclusive outreach and engagement. Business Community Liaisons in each PBID jurisdiction are deployed to walk the commercial corridor, build relationships with business owners, share resources, funding opportunities, and connections with local technical assistance providers. One-on-one technical assistance is available for businesses to support recovery and growth. Market data and topic-specific training is provided to the partners and businesses and translation and interpretation is provided. As of October 31, 2022, Sac IEDC interacted with over 1,700 businesses, provided technical assistance to 350 businesses, and conducted over 619 hours of individualized business consulting.

In addition to the Sac IEDC services, the City of Sacramento invested in the Marginalized Communities Small Business Coalition – a partnership of organizations providing youth entrepreneurship and workforce training, small business technical assistance, and financial empowerment services for small business owners and entrepreneurs. This Coalition, led by the California Black Chamber of Commerce, supports businesses in their recovery and growth by facilitating opportunities for government contracts, providing small business training and specialized consulting, building credit and building generational wealth through the financial market, and training youth on soft and hard skills to prepare them for the workforce and green jobs. As of December 31, 2022, 16 youth were trained and two have been hired, five entrepreneurs improved their credit and established relationships with banks, 46 financial empowerment trainings were conducted, nine government contracting workshops were held, and $300,000 was provided to small and local businesses during the Annual Economic Summit pitch competition.

Priority Action IED-2a: Multilingual and Small Businesses Resources.

Expand and promote technical assistance in multiple languages to small businesses and non-profits, including training and mentorship (online and in-person) on topics such as lease negotiation, loans, management, business plans, budgeting, non-profit governance, customer service, marketing, and bookkeeping. Identify consultant(s) that can provide and administer ongoing technical assistance in multiple languages to small businesses. (General Plan E-2.1; General Plan YPRO-4.6)

City Levers



Programs and Services

Community Levers



Programs and Direct Service

Inclusive Economic Development

Community Priority IED-3: Support Households in Gaining Access to Financial Institutions and Being Connected with Training and Resources to Enhance Financial Empowerment.

Progress: Through the City's Financial Empowerment Center (FEC), the City of Sacramento (in partnership with the Sacramento Office of International Rescue Committee) offers free professional one-on-one financial coaching for local residents 18 and over. Sacramento's FEC is part of a national network of 30+ FECs led by the New York City-based Cities for Financial Empowerment Fund (CFE Fund), which helps municipalities around the country to replicate the financial coaching-related services that NYC has offered since 2006. The City of Sacramento has committed funds to this initiative since its 2020 launch and has integrated the FEC's work with the overall strategy for building equitable economic opportunity. Continuation of the work of the FEC was approved by City Council in the 2024 Fiscal Year budget. The FEC team has helped over 1,000 clients achieve over 2,000 milestones and outcomes relating to credit, debit, savings, and bank/credit union account access goals. The CFE Fund has also chosen the City of Sacramento to be part of a new national cohort initiative called CityStart, which is focused on reducing the Black wealth gap in participating locations.

Priority Action IED-3a: Financial Empowerment.

Continue to 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. (General Plan E-2.1; General Plan E-4.2; Housing Element H-4.4)

City Levers



Programs and Services

Community Levers



Programs and Direct Service

Environment, Public Health, and Safety

Community Priority E-1: Increase Safety, Security, and Comfort Along the Corridor for Residents, Businesses, Workers, and Visitors.

Progress: The City of Sacramento, through various departments, works to ensure safety by tackling illegal dumping, abandoned vehicles, graffiti, domestic violence, homelessness, mental health, and gang issues. The Police Department aims to reduce crime through community relationships and the Violent Crime Reduction Strategy, including the Neighborhood Watch Program. Crime data is available on the City's Open Data portal. The Stockton Boulevard Partnership also hires a private security firm to patrol the Neighborhood Study Area for enhanced security. In addition, the Sacramento Urban Forest Plan will provide an assessment, vision, policy framework, and strategy to ensure the urban forest's health and sustainability, increasing the tree canopy for residents, employees, and visitors along the corridor and throughout the city.

Priority Action E-1a: Community Safety Initiatives.

Expand community safety initiatives, including strengthened community policing, partnerships with mental health service providers, expanded support for community-based service providers, and restorative justice programs and methods. Enhance dialogue, collaboration, transparency, and accountability between residents, businesses owners, and community-based organizations and public safety officials. (General Plan PFS-1.2)

City Levers



Compliance and Enforcement

Community Levers



Advocacy and Coalition Building

Priority Action E-1b: Property Maintenance and Streetscape Improvements.

Encourage and incentivize businesses and property owners to invest in property maintenance, beautification, and streetscape infrastructure improvements that make the corridor more accessible, comfortable, and appealing. Clean and safe maintenance efforts may include providing materials for beautification (e.g., paint, brushes, volunteers, corridor clean up events), promoting Crime Prevention through Environmental Design (CPTED), or utilizing art to transform space. Include street furniture, such as lighting, benches, and trash receptacles; maintain and plant street trees; increase landscaping; improve walking and bicycling infrastructure; and other activities that support commercial district activation and accessibility. (General Plan LUP-8.9; General Plan LUP-8.14)

City Levers



Capital Improvements

Community Levers



Develop and Maintain Private Property

Environment, Public Health, and Safety

Priority Action E-1c: Neighborhood Parks and Green Spaces.

Maintain and improve existing parks and spaces and add new play areas and green space to the Neighborhood Study Area. Explore opportunities to upgrade existing spaces or acquire and develop a new neighborhood park with amenities such as exercise equipment, a playground, and dog park. (General Plan YPRO-1.8)

City Levers



Capital Improvements

Community Levers



Advocacy and Coalition Building

Community Priority E-2: Expand Access to Affordable and Healthy Food.

Progress: To promote urban agriculture in otherwise vacant and unimproved lots, the City re-launched the Urban Agriculture Incentive Zone Program (UAIZ) in August 2022 which provides tax-incentives for properties that produce food and agricultural products. The Food Justice Task Force was formed to aid vulnerable communities in recovering from the Covid-19 pandemic by increasing access to healthy and accessible food. In late 2022, seventeen American Rescue Plan Act Food Justice Grants were awarded to local organizations to distribute meals and groceries and expand food pantry sites and farmers markets accessibility to benefit families, youth, immigrants, seniors and other vulnerable populations. These activities began in 2023.

Priority Action E-2a: Healthy Food Partnerships.

Partner with community organizations to identify, plan, and implement projects and programming that result in improved access to affordable, healthy, and culturally relevant foods for residents within the Neighborhood Study Area. Potential projects may include, but are not limited to, educational campaigns, funding and food donations for food banks, community gardens, farmers markets, communal kitchens, grocery stores, local market support, and a food supply center that offers healthy and quality food packages for those in need. (General Plan EJ-2.17)

City Levers



Coordination, Advocacy, and Support

Community Levers



Advocacy and Coalition Building



Programs and Direct Service

Environment, Public Health, and Safety

Community Priority E-3: Reduce Environmental Pollutants.

Progress: The City is working towards reducing greenhouse gas (GHG) emissions, improving air, water, and soil quality, and combating climate change through initiatives such as: promoting electrification; improving the transportation network for public transit, bicycling, and walking; reducing waste; and offering online water and air quality information. These initiatives, and others, can be found in the City's Climate Action and Adaption Plan, adopted in 2024. Helping to clean the air and shade neighborhoods, SMUD offers all customers, including homeowners, renters, and businesses, free trees. The City also offers technical and financial assistance through the Brownfields Program to assist in the redevelopment on sites that may contain environmental contamination and require cleanup. (General Plan EJ-1.1; General Plan EJ-1.8)

Priority Action E-3a: Environmental Pollutants.

Support programs and organizations that monitor and decrease environmental pollutants (e.g., air pollution, noise pollution, water pollution, and soil pollution) and provide education to residents and businesses. (General Plan EJ-1.1; General Plan EJ-1.8)

City Levers



Coordination, Advocacy, and Support

Community Levers



Advocacy and Coalition Building

Community Priority E-4: Ensure Adequate Access to Quality Healthcare.

Progress: Section 501®(3) of the Code of Federal Regulations (CFR) requires non-profit hospitals conduct a community health needs assessment (CHNA) every three years. Healthcare organizations, including UC Davis must obtain input from the community they serve, describe the significant health needs and the resources potentially available to address those significant health needs, and evaluate past actions the facility has taken to address "the significant health needs identified in the hospital facility's prior CHNA(s)" (26 CFR Section 1.501[r][3][b][6]). UC Davis' 2022 Community Health Needs Assessment is available here: https://health.ucdavis.edu/community_relations/pdf/Community-Health-Needs-Assessment.pdf

Environment, Public Health, and Safety

Community Priority E-5: Increase the Number of Public Gathering Spaces

Progress: The City recognizes and values the importance of gathering spaces as expressed by its residents. It acknowledges that public gathering facilities play a vital role in enhancing recreational opportunities and serving as central points for neighborhood gatherings. In alignment with the 2040 General Plan, the City is committed to expanding public gathering spaces through a range of policies and programs. A key objective of both the General Plan and the Parks Plan 2040 is to ensure that accessible public parks and open spaces are conveniently located within a 10-minute walk from all residences. The Parks Plan 2040 will introduce policies aimed at promoting equitable acquisition, development, and maintenance of parks, as well as recreational programming, in accordance with the priorities and visions of Sacramento residents.

Priority Action: See Priority Action E-1c: Neighborhood Parks and Green Space.

Community Engagement and Capacity Building

Community Priority CE-1: Ensure that Youth are Supported Through Education, Engagement, Activities, and Job Training.

Progress: Summer @ City Hall is a comprehensive summer program for high school students, which was launched in 2010. The six-week program focuses on imparting knowledge about local government processes, civic engagement, and workforce development through a meaningful curriculum. With the aim of incorporating the perspectives of young people in City decision-making, the City approved a youth advisory liaison position on the City Council in December 2022. The City also established the Youth Engagement Program that engaged youth in the 2040 General Plan Update and Climate Action and Adaptation Plan. As part of this program, youth developed outreach materials for the plans.

Priority Action CE-1a: : Youth Engagement and Leadership.

Support efforts to identify barriers to youth participation in City and community decision-making, including hours, age limits, cost, and access. Provide stipends and training that help youth organize and conduct outreach within their communities, and advocate for policy change. (General Plan EJ-4.4)

Community Engagement and Capacity Building

City Levers	Community Levers
Programs and Services	Programs and Direct Service

Community Priority CE-2: Improve Communications and Outreach Between the City and the Community and Ensure That Resources and Important Information is Shared Equitably.

Progress: The City hired a Community Engagement Manager in 2019 and has been expanding the staff support for language justice and more equitable access and engagement support. In 2022, the City piloted a Community Ambassador program for the Stockton Boulevard area. The pilot program included six representatives from various cultural and language communities, including African Americans and the Hmong, Spanish, Vietnamese, Cantonese, and Mandarin language/cultural groups. This first year was successful and the program was expanded from six to 18 ambassadors in 2023 and includes ambassadors from additional cultural/ethnic/language/neighborhood groups.

Priority Action CE-2a: Outreach Resources.

Connect community members to relevant resources and services, such as 211 Resource Center, 311 Business Customer Relationship Management System, and FEC through radio and print advertisements, canvassing or door-to-door engagement, office hours, social media, Community Ambassadors, and other culturally appropriate outreach methods. 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. (General Plan YPRO-4.6; General Plan EJ-4.1; General Plan EJ-4.3; General Plan EJ-4.5)

City Levers	Community Levers
Programs and Services	Advocacy and Coalition Building

Priority Action: See Priority Action H-1d: Housing Help Center.

Priority Action: See Priority Action CE-1a: Youth Engagement and Leadership.

11.6. 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:

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.

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.

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 that 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.

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.

11.7. Facilities Financing

The Infrastructure Report (Appendix D) found that only four improvements were necessary to facilitate development along the corridor:

1. Upsize 6-inch water mains to 8-inch minimum, as determined on a project-by-project basis.
2. 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.
3. Extend the existing 6-inch dead end water main located in Young Street easterly to connect to Improvement 2 (8-inch water main in Stockton Boulevard).
4. 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.

As found on Page 57 of Appendix D, the required upgrades to the water distribution system would cost $555,646 (in 2022 dollars). Typically, these improvements are the responsibility of developers. Apart from certain physical infrastructure responsibilities, development projects are subject to impact fees and may be required to make offsite improvements specific to that project.

In order to aid development, the City looks for grant opportunities. In 2022, the City and County applied for, and won, $2 million worth of grant funding for infrastructure improvements from the Green Means Go 2022 Funding Program. This award aids the affordable housing development at the San Juan Motel site and paid for $350,000 towards the developer's share of City water system improvements (including #3, above).

While the City continues to look for grants, staff is also analyzing the potential future tax increment that could be made available for infrastructure financing through an Enhanced Infrastructure Financing District (EIFD). If created, the EIFD could be used to pay for the necessary water infrastructure improvements.

Appendix E describes the wide variety of funding options that could potentially pay for the improvements, programs, and services within the Neighborhood Study Area. Below is a short description of the funds the City or its partners have allocated/committed/applied for to advance improvements in the Neighborhood Study Area.

Over the last few years, City Council has dedicated $15 million to affordable housing and anti-displacement programs out of the General Fund. The City has also provided land, a short-term loan, and redevelopment funding towards developers building housing along Stockton Boulevard. In 2021, the City required 20 percent of future revenue from EIFDs to be used to pay for affordable housing projects. An EIFD was created to help pay for infrastructure within the Aggie Square development and, over time, is expected to generate $16 million until 2045 (in future value) for affordable housing,

In February 2023, the City, County, and Sacramento Regional Transit teamed to apply for grant funding from the Sacramento Area Council of Governments (SACOG) 2022/23 Regional Program in the Transformative category. In May 2023, the SACOG Board awarded the team $5.2 million to pay for detailed planning and engineering needed to move forward towards a safer and more enjoyable transportation corridor that supports transit, walking, biking, and other active transportation modes.

The City's NDAT is developing an implementation grant program that will provide $500,000 towards community-led projects within the Neighborhood Study Area. This grant is funded through Measure U. The grant program will be piloted for the Neighborhood Study Area but is anticipated to be expanded citywide with an additional $1 million. Projects within the Neighborhood Study Area would be eligible for funding under the expanded program as well.

Appendix A:

Detailed Community Engagement Summary

A.1. 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 outreach activities to date and includes pertinent outreach materials and summaries.

Resident Planning Team Meetings

In developing the engagement strategy for this plan, the Engagement Team put together a Resident Planning Team (RPT) to act as consultants and collaborators to help build and inform the development of the Stockton Blvd Plan. The RPT consists of residents from the surrounding neighborhoods in the Neighborhood Study Area who will lead their community and help carry this plan to adoption and through implementation. Meetings began in the Fall of 2020 and have occurred on a mostly monthly basis through 2021, for a total of 11 meetings and five working group meetings. More meetings are planned for 2022. Each RPT member was offered a stipend to cover time and expenses for participation in the process. Figure A-1 shows a screenshot of the October 2021 virtual RPT meeting.

ROLE OF THE RPT

- ***Operate*** as the collaborative consulting team of community residents of Stockton Blvd to build and inform the development of the Stockton Blvd Plan.
- ***Commit*** to attending all scheduled RPT meetings and/or working with the rest of the RPT to make arrangements for unforeseen absences.
- ***Participate*** in discussions about how we support and connect with residents along the corridor.
- ***Inform*** discussions about how we share and receive information with residents along the corridor.

RPT PURPOSE STATEMENT

We are looking to do something different. The RPT will be composed of community residents from the surrounding neighborhoods along Stockton Blvd from Alhambra to Florin. The RPT will help identify underserved, marginalized, and multilingual communities along the corridor for us to prioritize and collaborate with as we begin to shape plans for Stockton Blvd. Our aim is to strengthen the corridor for the residents and businesses who currently live and operate there. We will be developing strategies to increase local ownership of housing, land, businesses, and investments, as well as exploring anti-displacement measures to allow our communities to enjoy these improvements as they come.

The Engagement Team also coordinated community engagement events with the RPT to ensure engagement activities were planned and implemented in a way that was most effective and culturally appropriate, with a goal of reaching traditionally underrepresented groups. The RPT played a large role in the first Community Workshop. Figures A-2 and A-3 show the results of the visioning and favorite memories and palces exercises done with the RPT in advance of the first Community Workshop.

Figure A-1. Screenshot of October 2021 RPT Meeting



Figure A-2. Results of the Visioning Exercise Done with the RPT in January 2021



Figure A-3. RPT Memories and Favorite Places





Working Group Meetings

The RPT met with City staff and the Engagement Team for a series of working group meetings in April and May of 2021 on the following topics: Environment and Public Health; Placemaking, Arts and Culture; Inclusive Economic Development; Housing and Anti-Displacement; and Mobility and Transportation.

The working group meetings were held to collectively learn more about a topic, share resources and initiatives, and begin thinking through strategies and actions for the plan. These topics would become the main areas of focus for the Neighborhood Action Plan.

Recap of 2021 Working Group Meetings

1. **Environment & Public Health (April 22nd)** We had an open dialogue about community-owned grocery stores, food deserts, the City's Climate Action and Adaptation Plan (CAAP), funding from public health institutions, community gardens, and much more.
2. **Placemaking, Arts, & Culture (May 3rd)**. We had a great discussion about the cultural landmarks of Stockton Boulevard, local storytelling, night markets, projects for local artists, and community events and festivals.
3. **Inclusive Economic Development (April 27th)**. We had a diverse range of topics brought forth that included: wealth-building strategies, increasing Wi-Fi access, utilizing vacant properties, signage for Little Saigon, local hiring, language barriers, and frustration over the lack of communication from the City.
4. **Housing & Anti-Displacement (May 6th)**. We had an eye-opening dialogue about community-ownership models, Accessory-Dwelling Units (ADUs), community canvassing, making community land trusts more accessible, and a Resale Inspection Program.
5. **Mobility & Transportation (April 28th & May 6th)**. We recommended RPT attendance at the Transportation Prioritization meetings hosted by the City of Sacramento Transportation Department.

Stockton Blvd Plan: Connect, Reflect, Affect Community Workshop

The City hosted a virtual workshop in English on February 10, 2021, that over 100 people attended. This event, which was also streamed on Facebook Live, was designed to help inform community members about the Stockton Blvd Plan and to start gathering community input to help guide next steps in developing the plan. Figure A-4 shows screenshots of the virtual event.

The workshop, title "Connect, Reflect, Affect," started out with an introduction from Councilmember Eric Guerra of District 6 and an overview of the plan process and the purpose of the Stockton Blvd Plan (aka "Connect").

Online Companion Survey for Community Workshop

After Community Workshop #1, an online companion survey was posted on the City's project website to allow residents an additional opportunity to submit feedback. All questions on the companion survey were the same questions asked during the Community Workshop. The survey was posted from February to May of 2021 and had a total of 39 respondents

The next segment, "Reflect," included a spoken word performance from local artist Fong Tran and a brief oral history of the Neighborhood Study Area, where three RPT members shared their personal stories and connection to the area. Attendees were then put into breakout rooms and asked to share their favorite places along the corridor and their favorite memories. Figure A-5 shows the results from the memories and favorite places breakout room exercise in a word cloud and Figure A-7 shows the responses on a map.

The third part of the workshop, "Affect," focused on visioning and the effect the Stockton Blvd Plan could have. The RPT's vision was shared with attendees who were then asked to share their vision for the Stockton Boulevard corridor, along with ideas for what a successful corridor would look like and the types of investments they would want to see occur. Figure A-5 shows the breakout room visioning exercise that was done on an online platform called Mural. The workshop ended with next steps, Q&As, and closing remarks and reflections from Vice Mayor Jay Schenirer of District 5.

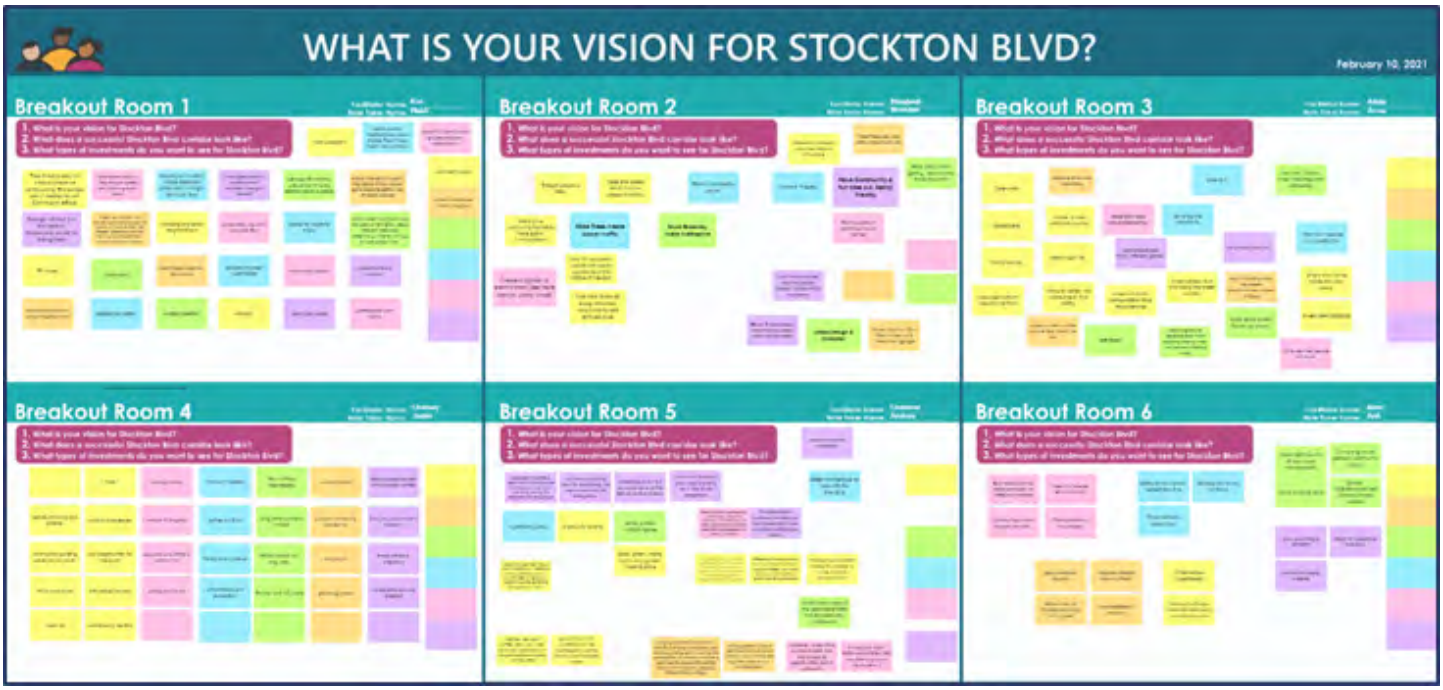
Figure A-4. Screenshots from the Stockton Blvd Plan: Connect, Reflect , Affect Event in February 2021



Figure A-5. Word Cloud Results from the Memories and Favorite Places Breakout Room Exercise



Figure A-6. Mural Board of Visioning Breakout Room Exercise



RESULTS FROM THE STOCKTON BLVD PLAN: CONNECT, REFLECT, AFFECT VISIONING BREAKOUT ROOM EXERCISE



Placemaking, Arts, & Culture

- Community Centers
- Arts district
- Space for open air/pop up space/festival/ celebrations
- Better Streetscapes, and more buildings closer to the street
- Family Friendly
- Little Saigon as a destination



Mobility & Transportation

- More walkable experience
- Pedestrian safety
- Complete streets treatment (wide sidewalks, trees, etc)
- Access to public transportation (bus stops/service)
- More bike lanes on the corridor
- Enough places to park



Environment & Public Health

- More green space
- Street canopy that arcs along the street corridor
- Health and wellness
- community gardens
- More people on foot/ability to walk corridor



Inclusive Economic Development

- Focus on existing small businesses
- Job training and placement
- More affordable housing
- Locally owned businesses/cafes

Other / Multi-Issue

- Open air restaurants
- More lighting and infrastructure improvements
- Infrastructure investments
- Safer environment
- Clean up corridor
- Sense of longevity
- Mixed-use buildings
- Supportive land uses
- Fill in vacant lots
- Add math and STEM in community

s

Community Conversations

City staff hosted three online community conversations in June and July 2021 and September 2022, to dig deeper into two topics: anti-displacement strategies and community ownership models. The meetings were held on Zoom and were also streamed on Facebook Live. These two meetings included local organizations working on these topics, RPT members, and interested residents and stakeholders. Summaries of both events are described below:

1. ***Community Conversation on Anti-Displacement Strategies (June 23, 2021).*** Many helpful resources were shared during the June 23 community conversation on anti-displacement strategies. The purpose of the community conversation was to:
   - Create a foundation for anti-displacement solutions along Stockton Boulevard;
   - Showcase what has come out of our Stockton Blvd Plan RPT discussions;
   - Highlight current programs and upcoming programs that seek to mitigate displacement;
   - Identify the gaps and needs of current housing and anti-displacement programs; and
   - Have an open dialogue to brainstorm new strategies to prevent displacement.
2. ***Community Conversation on Community Ownership Models (July 1, 2021).*** This community conversation focused on ways to increase community ownership of land, businesses, homes, and participate in a discussion with those who are working in the field. Some of the topics discussed included:
   - The community land trust model: owning land to make housing more affordable.
   - Community investment model: allowing community members to make investments together and increase wealth.
   - Community owned grocery store: providing more stability for food access in the community and allowing community members make decisions about the food they need.
   - Resident buyouts: aiding tenants in buying the homes they currently rent.



Flyer for the Community Conversation on Anti-Displacement Strategies

Land Use and Development Meeting

City staff held an online conversation in August 2021 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. During the meeting, City staff provided an overview of the Stockton Blvd Plan, the existing tools that regulate land use (including the Broadway-Stockton Special Planning District (SPD), 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.

- Rent-to-own development: providing homeownership models in a more affordable way.

3. ***Community Conversation on Anti-Displacement (September 23, 2022). Community members gathered to:***
   - Review how anti-displacement framework and actions were reflected in the Community Working Draft of the Stockton Blvd Plan.
   - See how to review and comment on the Community Working Version of the Stockton Blvd Plan (https://stocktonblvdplan.konveio.com/)
   - Hear an update on the anti-displacement programs coming from the Aggie Square Community Benefits and Partnership Agreement.
   - Provide a venue for organizations and individuals working on anti-displacement to share what they're doing and invite others to join them.

Outreach Efforts on Neighborhood Action Plan Strategies

Over the course of two months in September and October 2021, the Engagement Team put together eight events to get feedback on potential strategies for the Neighborhood Action Plan. The events varied in size and scale, to try and reach a broader range of residents, particularly those who are not often heard or given access to meaningfully participate. Below is a summary of the various outreach events on strategies.

2021 Strategy Pop-Up Events

The engagement team hosted a series of three community pop-up events in September and October 2021. The pop-up events were held in person, following standard COVID-19 safety protocols, with the intention of reaching a broader range of residents and to make it as easy and fun to participate in the process. Participants were asked through various exercises to vote on the potential strategies and actions that they would want to see implemented through the Stockton Blvd Plan. Large format boards were available for participants to use dot-voting to vote for their top three strategies per board. Below are summaries of the three events:



Pop-Up at the Colonial Heights Library



Pop-Up at the Greenway Mutual Housing Apartments

1. *Pop-Up at the Colonial Heights Library (September 11th).* Boards were placed outside the library and several representatives from the engagement team were there to facilitate. Over 30 people participated in the strategy board exercises.

2. *Movie Night and Community BBQ at the Greenway Mutual Housing Apartments (September 23rd).* The engagement team hosted a movie night and BBQ for residents at the Greenway Mutual Housing Apartments, where attendees were able to learn more about the Stockton Blvd Plan and participate in the strategy

board exercises. Raffle prizes were also handed out to participants. Twenty-eight people attended the pop-up event.

3. *Pop-Up at Lemon Hill Mutual Housing Apartments (October 21st).* The engagement team hosted the final pop-up event at the Lemon Hill Mutual Housing Apartments where 21 people attended. Strategy exercises were translated and provided in Mandarin, Cantonese, and Vietnamese. Dinner was provided and raffle prizes were available for those who participated in the strategy board exercises.



Pop-Up at Lemon Hill Mutual Housing Apartments

2022 Strategy Pop-Up Events

During the fall of 2022, the engagement team held four community pop-up events, reaching approximately 135 residents at a multicultural festival and local grocery stores in the plan area. The four pop-up events were:

1. *Mid-Autumn Multicultural Festival, presented by NorCal Vietnamese Chamber of Commerce at Little Saigon Plaza (September 10th)*
2. *Pop-Up at La Superior Mercados (September 17th).*
3. *Pop-Up at A & A Market (September 24th)*
4. *Pop-Up at SF Market (October 13th)*



Community members discuss the plan at a grocery store pop-up.

At the pop-up events, the engagement team, including Spanish, Chinese/Mandarin, Vietnamese interpreters, facilitated informal conversations around storytelling, placemaking, and anti-displacement. A diverse range of in participants, terms of age (children to older adults), race, language, housing status, geographic location (e.g., residents who live adjacent to Stockton Boulevard vs. residents who live elsewhere but frequently come to Stockton Boulevard for school, shopping, work, etc.), and time spent living in the area, engaged in conversations. Participants shared their stories, and how they came to live and work along the corridor, citing its affordability and ethnic diversity. Expressed concerns included crime and safety issues, an increase in homelessness, and an increase in cost-of-living expenses. They also shared solutions, such as bringing more family-serving businesses to the area, supporting residents with rental costs, increasing the variety of restaurants, enhancing the cultural events, improving the transportation network, and creating stronger relationships with the City.



Community members celebrating at Little Saigon Plaza.

Spotlight on Stockton: A Celebration of History, Food, and Culture on Stockton Boulevard

On October 8th, the engagement team and community partners hosted an event celebrating the history, food, and culture in the Stockton Boulevard. We heard from residents, businesses, and community members on what they love about the area and what matters most to them for the Stockton Blvd Plan.

Donner Field (Behind William Lee Prep)
October 8, 2022
9:00am - 2:00pm

The community partners—Sacramento Regional Transit, Sacramento Building Healthy Communities (The HUB), Sacramento Urban Learning Academy, Oak Park Neighborhood Association, Veritable Good, Civic Thread, and Ascent—Resident Planning Team members, Community Ambassadors, and Councilmembers Eric Guerra and Jay Schenirer helped organize and carry out the successful event.

A few highlights from the day included:

- Participants engaged in a variety of community building activities and games for kids and adults alike.
- Free prizes and giveaways included a Schwinn bike, gift cards, pumpkins, and kids' toys.
- Delicious food and drinks prepared by Toucha' Class and Butterfly Beverages.
- Music and spoken word performances.

What we hear from the community:

- Stories and favorite places along Stockton Boulevard and the surrounding area.
- How to prioritize housing and business anti-displacement strategies.
- Prioritizing Plan actions.
- How to retain and support small businesses.
- Input on transit stops with Sacramento Regional Transit.



Spotlight on Stockton at Donner Field.



Spotlight on Stockton at Donner Field.



Residents point out their favorite places along the corridor.

Office Hours

Seven times between October 17-27, City staff conducted open office hours, hosted by the Stockton Boulevard Partnership. While the office hours were open to all, the City focused on reaching local business owners and property owners, especially Black, Hmong, and Chinese community members, to discuss and provide input on the Community Working Version of the Stockton Blvd Plan. Participants discussed strategies to achieve clean and safe streets, enhance outreach and marketing strategies, build business development tactics, organize capacity building and inclusive outreach, and bolster workforce development.



Stockton Blvd Office Hour flier.

Community Ambassadors (Aces) Monthly Check-ins

Between June and November 2022, the Aces and engagement team met on a monthly basis to engage with historically unrepresented and underrepresented communities. The Aces, a group of five residents from Black, Latino, Chinese, Vietnamese, and Hmong communities, were tasked with building community capacity while also identifying opportunities for collaboration on City-aligned projects that center inclusion, equity, and a focus on measurable outcomes. Each Ace received a stipend for their commitments and each meeting they attended.

Key contributions from the Aces include:

- The production of multilingual videos in Cantonese, English, Spanish, Vietnamese, Hmong, and Mandarin that introduce the Plan to community members and ask for their input.
- Improving the outreach process by suggesting culturally relevant methods that emphasize storytelling and uplift peoples' histories, especially within communities of color, and meet people where they live and work.
- Collaborating with the engagement team on the 2022 planning and implementation of the outreach strategies including at pop-up events, Spotlight on Stockton, and the office hours.
- Spreading information to their respective communities and bringing folks to engage in the outreach events and provide feedback on the draft Plan.
- Emphasizing the need to simplify and shorten the Plan, as well making the goals and outcomes clearer.
- Suggesting the inclusion of an Executive Summary in the Plan.
- Connecting the City with small businesses to cater engagement strategies to and solicit feedback from this group.
- Echoing the importance of capacity building and support, meaning offering ways the City could support the empowerment of communities in the Neighborhood Study Area.

Virtual Workshop/RPT Meeting on Strategies

The Engagement Team put together a virtual workshop on strategies during the September 2021 RPT meeting to provide RPT members and the public an additional opportunity to receive feedback on potential strategies for the plan. Attendees were given an overview of the project and given the same strategy exercise. Approximately 20 people attended the virtual workshop.

Multilingual Night & Harvest Festival

The engagement team hosted two events in September and October 2021 to further engage multilingual communities in the strategy development process. For both events the strategy board exercises were translated into Spanish, Mandarin, Cantonese, and Vietnamese as handouts for multilingual community members to read through and circle their top three priority strategies on each page. Spanish, Mandarin, Cantonese, Vietnamese, and Hmong interpretation were also provided. Below are summaries of the two events:









Multilingual Night at Will C. Wood Middle School (September 22nd). The engagement team hosted a multilingual night at Will C. Wood Middle School. Food and raffle prizes were provided at the event, which was attended by 13 community members.

Harvest Festival at the Fruitridge Community Collaborative (October 28th). The engagement team hosted a Harvest Festival for community members with crafts, food, raffle prizes, and a discussion about the future of Stockton Blvd. Six people attended the event at the Fruitridge Community Collaborative.

Celebrate Stockton Blvd Event (October 23)

On Saturday, October 23, 2021, the City hosted a community celebration and resource fair at the Colonial Heights Library. The celebration began with a Sacramento land acknowledgement from RPT member Marianne Gonzales, followed by welcome and opening remarks by Vice Mayor Jay Schenirer and Councilmember Eric Guerra. Fenix Drum and Dance Company performed a drumming and dance piece and there was a spoken word performance by Fong Tran. Live music was provided by local radio station 97.5 and several local restaurants were on hand to provide food and refreshments.

The resource fair had 31 different booths to visit, with one booth dedicated to the Stockton Blvd Plan. At the booth residents were encouraged to participate in the strategy board exercises. Materials were translated into Spanish, Mandarin, Cantonese, and Vietnamese.

TOP 3 STRATEGIES, VOTED BY THE COMMUNITY, BY THEME (2021)



Housing & Anti-Displacement

1. Provide buying assistance for first-time homebuyers.
2. Expand homelessness prevention programs.
3. Develop a housing help center.



Inclusive Economic Development

1. Connect low-income residents in the Plan Area with job opportunities and workforce training.
2. Support an anti-displacement pilot program for a focused number of households with job training, housing, and other wealth building support.
3. Commit to hiring a certain percentage of employees from the Plan Area.



Placemaking, Arts, & Culture

1. Invest in property maintenance and streetscape improvements.
2. Establish regular events.
3. Design drive-throughs intentionally to preserve bike/pedestrian/ADA access along the street and provide sit down space.



Environment & Public Health

1. Support food recovery programs.
2. Build and maintain parks, plazas, or other public gathering spaces.
3. Organize community beautification events.



Engagement & Capacity Building

1. Increase opportunities for youth to engage with and lead civic processes.
2. Connect residents to relevant resources and services.
3. Facilitate volunteerism.

Appendix A-2:

Community Comments

Comments	Source	Date	Topic
Face-to-face interactions	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Community Engagement and Capacity Building
Focus on youth-more in forefront	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Community Engagement and Capacity Building
City/County needs to work closely with business & other community organizations, e.g., Stockton Blvd. Partnership.	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Community Engagement and Capacity Building
Partner with UC davis	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Community Engagement and Capacity Building
A blvd that is reflective of the people that live there, a bit more branding, making it a destination to have culture	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Culture, Arts, and Community Character
A gathering place	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Culture, Arts, and Community Character
A place for events	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Culture, Arts, and Community Character
Add math and STEM in community	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Art around trash bins	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Culture, Arts, and Community Character
Art districts	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Art galleries	Stockton Blvd Plan: Reflect, Connect, Affect- BR2	2/10/2021	Culture, Arts, and Community Character
Art walks	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Culture, Arts, and Community Character
Artisan market and museums to bring cultures and generations to gether. (use vacant spaces)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Artwork	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Bring back a wholesomeness to stockton Blvd	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Culture, Arts, and Community Character
Colonial theater	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Culture, Arts, and Community Character
Community building center op by youth	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Community center	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Culture, Arts, and Community Character
Community gardens	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Culture, Arts, and Community Character
Community owned land and buildings	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Culture, Arts, and Community Character
Converting empty lots to gardens	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Culture, Arts, and Community Character
Converting lots into gardens/community spaces	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Culture, Arts, and Community Character
Culture centers	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Day of shutting down the street (performances, variety of food)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Culture, Arts, and Community Character
Diversity of small businesses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Dog Park	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Culture, Arts, and Community Character
Dog parks	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Culture, Arts, and Community Character
Family friendly	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Culture, Arts, and Community Character
Family oriented places	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Food/art festival	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Culture, Arts, and Community Character
Free tree program for small local businesses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Gathering places	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Gatherings on blvd	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Have Community and Fun time out, family friendly	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Culture, Arts, and Community Character
Have galleries	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Culture, Arts, and Community Character
Have Stockton Blvd Centeral area, with 'Welcome' signage	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Culture, Arts, and Community Character
Keep it a diverse, ethinic corridor	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Culture, Arts, and Community Character
Library	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Culture, Arts, and Community Character
Little saigon as a destination	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Make the blvd more welcoming	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Culture, Arts, and Community Character
More murals	Stockton Blvd Plan: Reflect, Connect, Affect- BR2	2/10/2021	Culture, Arts, and Community Character
More reasons to go up and down the corridor	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Culture, Arts, and Community Character
Need "gathering places" for community.	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Culture, Arts, and Community Character
Need Stockton Blvd Food Festival	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Need Stockton Blvd Food Festival	Stockton Blvd Plan: Reflect, Connect, Affect- BR7	2/10/2021	Culture, Arts, and Community Character
Need to capture the flavor of the blvd, it is so wide, there are lots of opportunities within the median to connect and provide linkages from north and south (signage/art)	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Culture, Arts, and Community Character
Need to change the image and stigma, so people can look at the area in a more positive way	Stockton Blvd Plan: Reflect, Connect, Affect- BR3	2/10/2021	Culture, Arts, and Community Character

Comments	Source	Date	Topic
Need to learn from History , celebrate it, but also need new amenities that can stay	Stockton Blvd Plan: Reflect, Connect, Affect- BR1	2/10/2021	Culture, Arts, and Community Character
Places for our youth to enjoy	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Culture, Arts, and Community Character
Restaurant where people can stay later	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Revitalize colonial theater	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Saigon Festival could be part of Farm to Fork theme	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Sense of longetivity	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Signage program to market the Little Saigon as a cultural district	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Something to bring it out since have elements here already	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Culture, Arts, and Community Character
Stockton is missing art, a hardware store, and museums -- thins that should belong in a neighborhood	Stockton Blvd Plan: Reflect, Connect, Affect- BR5	2/10/2021	Culture, Arts, and Community Character
Support community, connection	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Culture, Arts, and Community Character
Water features, play, park, playground, etc	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Culture, Arts, and Community Character
We have something here for everybody, we are a community of immigrants	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Culture, Arts, and Community Character
What nodes/landmarks can be used on the Blvd. setup different things. art can reflect that	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Culture, Arts, and Community Character
Wide Open Walls just focused on Stockton Blvd with artists from our neighborhoods	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Culture, Arts, and Community Character
Wide open walls to beautify the blvd	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Culture, Arts, and Community Character
Community centers	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety
Community energy projects	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Environment, Public Health, and Safety
Concern about fuel leaking from planes that use the Sacramento Executive Airport	Stockton Blvd Plan: Reflect, Connect, Affect - BR6	2/10/2021	Environment, Public Health, and Safety
Grocery store	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Environment, Public Health, and Safety
Have community garden	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Environment, Public Health, and Safety
Interested in getting more people involved with upcycling food waste	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Environment, Public Health, and Safety
Larger and year-round Farmer's Market	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Environment, Public Health, and Safety
Need for more trees	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Environment, Public Health, and Safety
Places for youth	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety
Recycling bins to seprate trash from recycling (trendy ones, not the trash looking ones)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Environment, Public Health, and Safety
Smaller neighborhoods are starved of food market	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Environment, Public Health, and Safety
Street canopy that arks along the street corridor	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Environment, Public Health, and Safety
Urban farm people can benefit from	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Environment, Public Health, and Safety
We need something like a Trader Joe's/Whole Foods/Sprouts HEALTHY grocery store to fill that empty lot on Stockton and Broadway.	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Environment, Public Health, and Safety
Farmstand with easy parking on the corridor	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Environment, Public Health, and Safety
Fill vacant lots	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Environment, Public Health, and Safety
Infrastructure investments	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Environment, Public Health, and Safety
More lighting and infrastructure improvements	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Environment, Public Health, and Safety
Grass, green, shade community garden, meeting place	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Environment, Public Health, and Safety
Greenery	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Environment, Public Health, and Safety
More green spaces	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety
More greenery makes it attractive	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Environment, Public Health, and Safety
Tree tined streets on median/perserve landscaping. Encourage use of median for art Community efforts	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety
Trees and Green areas that are pleasent looking	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Environment, Public Health, and Safety
Partner with city to establish green program	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety
Clean up	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Environment, Public Health, and Safety
Fruitridge/stockton blvd are unsafe: safety and aesthetic changs needed	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety
Lighting at night	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety

Comments	Source	Date	Topic
Lighting is a big issue in and around the side streets off of the Blvd.	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Environment, Public Health, and Safety
More safety: more lightling, more activity, more programs	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Environment, Public Health, and Safety
Safer enviroment to enjoy neighborhood	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Environment, Public Health, and Safety
Safety night life	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Environment, Public Health, and Safety
Safety of the corridor	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Environment, Public Health, and Safety
Affordable housing	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Housing
Affordable housing	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Housing
Housing on blvd. whole spectrum (unhoused to single-fam/multi-fam)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Housing
If we can't put businesses into those vacant spots, how can we increase housing.	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Housing
Integrate different housing needs	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Housing
More workforce housing	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Housing
Multifamily and affordable housing	Stockton Blvd Plan: Reflect, Connect, Affect - BR2	2/10/2021	Housing
Need good number of affordable residential units, probably multi-unit but not too big.	Stockton Blvd Plan: Reflect, Connect, Affect - BR4	2/10/2021	Housing
Wide variety of housing (unit sizes, family tipes)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Housing
A meditation center, similar to Asha Bath house	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Inclusive Economic Development
ADA assesibility	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Affordable child care for the workers at the businesses along Stockton	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Inclusive Economic Development
African American arts and business center	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Inclusive Economic Development
Attract businesses and improve air quality	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Inclusive Economic Development
Bowling Alley and retaining historic signage	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Culture, Arts, and Community Character
Business serving neighborhoods. ie markets and cafes	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Inclusive Economic Development
Businesses, open air restaurants	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Construction training programs	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Inclusive Economic Development
Focus on small business and entrepreneurs from the stockton blvd area and not other people that just come because it is cheap in stockton	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Inclusive Economic Development
How do we make sure owners do not lose their businesses?	Stockton Blvd Plan: Reflect, Connect, Affect - Br6	2/10/2021	Inclusive Economic Development
In terms of economic development, focus on existing businesses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Investment in program that allows businesses to apply for grants to improve their facade.	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Investment to continue to be prosperous, sustainable.	Stockton Blvd Plan: Reflect, Connect, Affect- BR1	2/10/2021	Inclusive Economic Development
Job opportunities for the youth	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Inclusive Economic Development
Job training and placement	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Inclusive Economic Development
Locally owned restaurants with outdoor patio seating to engage the blvd	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Inclusive Economic Development
Long time business owners	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Inclusive Economic Development
More vegan options	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Must forecast and mesh well the impacts of Aggie Square	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Inclusive Economic Development
Need to plan for job training and placement as well as continuing education to tie in with economic development	Community Ownership Strategies Community Discussion	2/10/2021	Inclusive Economic Development
Opportunity to help existing businesses/retain institutions and businesses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Pamphlet of list of what businesses are located in the blvd, visitor's guide as a marketing tool	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Resources on Stockton to support people getting the jobs on Stockton/at Aggie Square: affordable child care, job training non profits, ongoing job support/counseling	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Inclusive Economic Development
Services, cafes to fill vacant businesses, such as within Tahoe Park	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Inclusive Economic Development
SF supermarket – need a Sacramento version	Stockton Blvd Plan: Reflect, Connect, Affect- BR7	2/10/2021	Inclusive Economic Development
Supporting Southern end of stockton blvd by creating food stalls	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Use and expand on existing resources, e.g. Charles A. Jones vocational school on Lemon Hill off Stockton Blvd. We must also get large employers, e.g., UCD, become vital partners with community residents.	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Inclusive Economic Development

Comments	Source	Date	Topic
Utilize vacant lots or City-owned foreclosed properties to establish small businesses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Inclusive Economic Development
Want: DIVERSITY of small businesses, resource centers, art, clean streets and bike lanes to enjoy, LESS TRAFFIC. Don't want: Crime or empty lots.	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Inclusive Economic Development
We also need to include all accessibility; wheel chair, blind, deaf, etc	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Inclusive Economic Development
A lot of ugliness. Some areas/businesses need better treatment	Stockton Blvd Plan: Reflect, Connect, Affect- BR7	2/10/2021	Environment, Public Health, and Safety
Family oriented businesses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Land Use
Mixed-used buildings	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Land Use
Better architecture to help with branding	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Land Use
Buildings that go up to the street -- Who wants to walk by a parking lot?	Stockton Blvd Plan: Reflect, Connect, Affect - BR7	2/10/2021	Land Use
Empty lots can be made into park space	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Land Use
Lots of great facades and architecture – want to preserve those	Stockton Blvd Plan: Reflect, Connect, Affect- BR3	2/10/2021	Land Use
Mix of residential & small businesses filling in vacant lots, & small "pocket parks" interspersed where feasible.	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Land Use
Mixed-use, a steinfield like, all the businesses you need are walking distance, so you wouldn't need to leave your neighborhood to get all the things you need	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Land Use
More benches for people to sit	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Land Use
Outdoor seating	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Land Use
Parks, a nicer outdoor space	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Land Use
Rest areas	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Land Use
Shade trees	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Land Use
Supportive land uses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Land Use
Urban Design and Character	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Land Use
Walkable and enjoy neighborhood	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Land Use
Bring foot traffic into stockton blvd, walking dogs, bring grass, park benches, cutts down emissions and polution	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Land Use
Grab a drink and be able to walk home	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Land Use
More family friendly activities that are affordable	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Land Use
More live music (concerts)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Land Use
Night life, late night coffee	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Land Use
Night market (real food, different games)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Land Use
No ultramodern buildings that feel cut and placed and have no historical feeling to them	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Land Use
Pocket parks	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Land Use
Space for open air/pop up space/festivals/celebrations	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Land Use
Ability to bike along Stockton	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Mobility and Transportation
Access to public transportation (bus stops/service)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
Bicycling is not easy due to fast traffic	Stockton Blvd Plan: Reflect, Connect, Affect- BR1	2/10/2021	Mobility and Transportation
Bike lanes	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Mobility and Transportation
Businesses on the blvd. north of Fruitridge need ready access for parking as well as to tie in with public transit.	Stockton Blvd Plan: Reflect, Connect, Affect- BR4	2/10/2021	Mobility and Transportation
Complete streets treatment: Wide sidewalk, Trees	Stockton Blvd Plan: Reflect, Connect, Affect- BR7	2/10/2021	Mobility and Transportation
Create a lightrail or electric tram. See more electric public transit	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Mobility and Transportation
Discourage pass through commuting	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
Enhance walkability	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
Enough places to park	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Mobility and Transportation
EV buses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
Finding ways to make it easier for people to come down to stockton blvd	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Mobility and Transportation
Limit auto speeds	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Mobility and Transportation
Making the blvd more pedestrian friendly. safer, bikeable	Stockton Blvd Plan: Reflect, Connect, Affect - BR8, Chat	2/10/2021	Mobility and Transportation

Comments	Source	Date	Topic
Making the community walkable, have public transportation	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Mobility and Transportation
Managed parking options to serve pedestrian friendly enviroment	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
More bike lanes on corridor	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
More crosswalks to cross street safety	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
More parking options	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
More trees create slower traffic	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Mobility and Transportation
More walkable experience	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G6	2/10/2021	Mobility and Transportation
More walkable sidewalks	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Mobility and Transportation
Needs comfortable casual sidewalk infrastructure to walk along and grab food to go	Stockton Blvd Plan: Reflect, Connect, Affect- BR7	2/10/2021	Mobility and Transportation
Only 10 crosswalks, people are usually jaywaklking in the middle of the road	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Mobility and Transportation
Parking and transit	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Mobility and Transportation
Pedestrian safety	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
Pedestrians	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
People crave walkability	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Mobility and Transportation
Places to walk or bike that are less friendly to cars	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
Remove lanes to reduce speed and plant more trees	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
Road diet (3 lanes, wider bike lanes and sidewalks)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
See bike lanes along stockton blvd, would like to see families bike	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G2	2/10/2021	Mobility and Transportation
Slow down stockton blvd, biking is dangerous	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Mobility and Transportation
Smaller busses/additional shuttles	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
The volume and speed north of Broadway is very dangerous and not really bikeable	Stockton Blvd Plan: Reflect, Connect, Affect - Br2	2/10/2021	Mobility and Transportation
Trolley	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Mobility and Transportation
Vehicular safety (not condusive to foot traffic)	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
Walk to businesses	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Mobility and Transportation
Walkable	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G5	2/10/2021	Mobility and Transportation
Walkable places along Stockton	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Mobility and Transportation
Walking friendly	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Mobility and Transportation
We want the streetcar back!	Stockton Blvd Plan: Reflect, Connect, Affect- BR2	2/10/2021	Mobility and Transportation
Wide walks	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G3	2/10/2021	Mobility and Transportation
Traffic control with trees and median	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G7	2/10/2021	Mobility and Transportation
Brings you from unincorporated County into the city; a connective issue for the city	Stockton Blvd Plan: Reflect, Connect, Affect- BR6	2/10/2021	Other
Revitalize by section	Stockton Blvd Plan: Reflect, Connect, Affect - Vision Board - G4	2/10/2021	Other
A place/space for socially distant activity to pump info, and community would know it was consistent and a place for relationship building	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
Be more engaging regarding information	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
City invest in messaging via text	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
Find creative ways to reach large numbers of people. There are 40 languages in area.	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
Invest in CBOs at the volunteer level	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
Invest in people power and support organizations that can do outreach	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
More resources for outreach	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
Need more surveys to hear direct from business owners and residents to determine areas to address, and allocated projects to do individual outreach	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
Something more inclusive for major announcements	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
Use trusted community messengers	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
The city and county must align and work together	Inclusive Economic Development Working Group	4/27/2021	Community Engagement and Capacity Building
CPALSS has an interest in an event hall and having a venue to host conferences and events for 5,000-10,000 people that would draw attention to the Stockton Blvd corridor.	Inclusive Economic Development Working Group	4/27/2021	Culture, Arts, and Community Character

Comments	Source	Date	Topic
Create a park/gathering space near/in Little Saigon for the community to meet and celebrate.	Inclusive Economic Development Working Group	4/27/2021	Culture, Arts, and Community Character
Need to do placemaking for Little Saigon – banners, monument sign, etc.	Inclusive Economic Development Working Group	4/27/2021	Culture, Arts, and Community Character
Need for basic Wi-Fi for every household	Inclusive Economic Development Working Group	4/27/2021	Environment, Public Health, and Safety
Oak Park 20 Plan, which would be an anti-gentrification pilot program that includes wrap around services that is a wealth building program with 20 households	Inclusive Economic Development Working Group	4/27/2021	Housing
Have something for business community to meet their specific needs	Inclusive Economic Development Working Group	4/27/2021	Inclusive Economic Development
Provide a local investment opportunity for our more vulnerable populations to be able to create wealth (local constructions projects, city bonds, etc.).	Inclusive Economic Development Working Group	4/27/2021	Inclusive Economic Development
SMUD or UC Davis to hire residents with jobs that supply good wages with benefits	Inclusive Economic Development Working Group	4/27/2021	Inclusive Economic Development
There is an economic mismatch with many of the jobs coming to Aggie Square versus the current skill level of the residents.	Inclusive Economic Development Working Group	4/27/2021	Inclusive Economic Development
It is important that the projects along the corridor speak to the area and not just anywhere. We need a cohesive design guideline along the corridor.	Inclusive Economic Development Working Group	4/27/2021	Land Use
On vacant land, we currently do not have a viable solution to acquire land to do community projects. We have the interest, but we need help in this. If the city helped, then the city could acquire a vacant lot in order to do a project.	Inclusive Economic Development Working Group	4/27/2021	Land Use
Create venues for night life off Stockton Blvd.	Inclusive Economic Development Working Group	4/27/2021	Land Use
Provide life insurance which will create long-term generational wealth	Inclusive Economic Development Working Group	4/27/2021	Other
Become a city that promotes outdoor live events	Placemaking, Arts, and Culture Working Group	5/3/2021	Culture, Arts, and Community Character
Have artists project on buildings	Placemaking, Arts, and Culture Working Group	5/3/2021	Culture, Arts, and Community Character
Identify a stretch of road where we can operationalize around	Placemaking, Arts, and Culture Working Group	5/3/2021	Culture, Arts, and Community Character
The costs for police are extremely high when trying to get a permit. Can we get a community policing option? It is a requirement if we want to do some type of street closures or events. Its these fees that are a huge barrier for us when trying to get permits for community events.	Placemaking, Arts, and Culture Working Group	5/3/2021	Environment, Public Health, and Safety
Regular maintenance, such as fixing broken park equipment, providing adequate lighting and street trees, providing consistent trash collection, addressing illegal dumping, fixing broken water fountains, etc.	Placemaking, Arts, and Culture Working Group	5/3/2021	Environment, Public Health, and Safety
Use of coops and Community Land Trusts to acquire key properties, like Fruitridge Elementary School.	Placemaking, Arts, and Culture Working Group	5/3/2021	Housing
Night market in Little Saigon, accented by night time lighting and video projections on buildings	Placemaking, Arts, and Culture Working Group	5/3/2021	Land Use
Need community to drive the missions. Community should hold non profits accountable. City and County is siloed. No wrong door approach	Anti-Displacement Community Discussion	6/23/2021	Community Engagement and Capacity Building
Bringing expectations down to a standard level – stop using acronyms and break it down to people's level. Keep it real for people. Look at all of the great things going on in other communities that we can replicate (one example is a community banking option)	Anti-Displacement Community Discussion	6/23/2021	Community Engagement and Capacity Building
Challenge all non-profits to walk the community. That would be powerful. If we really want to get true story of community needs, then need to be active in reaching out to people. Stop hiding behind creating services and expecting people to know and flock to these services. Need to be active.	Anti-Displacement Community Discussion	6/23/2021	Community Engagement and Capacity Building
Need to get folks out in the community. Struggle to proactively educate people on renters helpline. Create partnerships between City/County/Nonprofit with people who are in the community. Missing that true connection to people living in the neighborhood.	Anti-Displacement Community Discussion	6/23/2021	Community Engagement and Capacity Building
Want to update 211 to make sure information is accurate and up to date. Biggest thing Human Services Coordination Council is working on	Anti-Displacement Community Discussion	6/23/2021	Community Engagement and Capacity Building
Besides money which we all need to do these services, we need access to individuals who live in those communities. Want to be able to provide services but not make promises we can't keep. Need access to individuals to coordinate efforts	Anti-Displacement Community Discussion	6/23/2021	Environment, Public Health, and Safety
ADUs are a great option but homes that have the space/land for an ADU, the cost is skyrocketing.	Anti-Displacement Community Discussion	6/23/2021	Housing
Black Homeowners Alliance	Anti-Displacement Community Discussion	6/23/2021	Housing
Community Land Trust – ensure affordability for generations to come. Separates the land from the use and keeps the land in community ownership.	Anti-Displacement Community Discussion	6/23/2021	Housing
Community/Tenant Opportunity to Purchase Act (COPA/TOPA) – it would be great to see some legislation saying that if you're going to sell your house, then you have to sell to the person living there. (San Francisco) recently did this.	Anti-Displacement Community Discussion	6/23/2021	Housing

Comments	Source	Date	Topic
Critical from an SHRA and housing perspective. Need to understand the history of segregated housing. Problem with redlined communities is the generational turnover. Market consolidation is happening in a big way. With the eviction moratoriums almost up, the pressure may make small local businesses want to sell. Together we need to figure out what resources we can pull together. How can we think out of the box – help renters, people with disabilities, existing homeowners?	Anti-Displacement Community Discussion	6/23/2021	Housing
Disability Rights Commissioner – once they (people with disabilities) get their home, want to make sure they can keep their home whether they own or rent. Program we are trying to set up is connecting residents with service providers. Find a way to allow the families of people who are on social security who die, to stay in their home.	Anti-Displacement Community Discussion	6/23/2021	Housing
Pay attention to what redistricting commission is doing. Do not want south Sacramento to be gerrymandered as has historically been done. Concern about impact of homeshare program on resources in the neighbrohood (parking, green space, other resources). Excited about home repair program; helps people buy homes but also maintain them	Anti-Displacement Community Discussion	6/23/2021	Housing
PROP 19. Policy link resource Our Homes, Our Communities: How Housing Acquisition Strategies Can Create Affordable Housing, Stabilize Neighborhoods, and Prevent Displacement | PolicyLink. For a community like Stockton – find ways to acquire and keep rents affordable	Anti-Displacement Community Discussion	6/23/2021	Housing
Really difficult to open up your home and share a space. What really helps is having a third party to manage that. Small scale landlords. Folks are resistant to open up their homes even when they have a home. Need third party to match people with shared housing options. This will be helpful to pave the way for ADU program. *Homeshare American River. Third party homeshare program	Anti-Displacement Community Discussion	6/23/2021	Housing
Resource Directory. No one really knows where all of these resources are and they are hard to find. Renters now need to pay sewer, garbage, and water and this is a barrier as far as affordable rental options. There is also an issue with racial discrimination – and no one knows where to find fair housing resources. Low income residents do not have enough help. Once residents can get help than they don't get off and this is another barrier. Tried to direct people with these instances to HUD/HCD and this has not worked; growing concern.	Anti-Displacement Community Discussion	6/23/2021	Housing
Something effective from the Tentants Union side. Org needs to be able to write letters that have a legal backing	Anti-Displacement Community Discussion	6/23/2021	Housing
Two things to bring up. ADUs and generally making sure that people can age in place in a housing stock that wasn't built to be accessible. City should be working with community partners to leverage dollars and resources. More education around ADUs to landlords to rent to a person with a disability. Make sure that landlords have funding available to address accessibility modifications	Anti-Displacement Community Discussion	6/23/2021	Housing
Much more than just commitment to affordable housing. So many other pressures that community members are facing including low-incomes, health care availability, transportaition, workforce development. Boils down to education on all sides. People may not know that they have access to a renter's helpline or many of the other opportunities available to them. There also needs to be some type of education around the history of the community and the resources put into the community. There needs to be a commitment that can last long-term so low-income folks can feel secure. A lot of other factors at play but we need to have conversations about all of the other dynamics. Need an ongoing commitment to address the issue.	Anti-Displacement Community Discussion	6/23/2021	Housing
Need to be thinking about short term, med term, long term solutions. Need to think about how this fits in to the SBP.	Anti-Displacement Community Discussion	6/23/2021	Other
Collaboration between groups to maximize resources, and push the needle towards progressive ideas and reimagining our entire system	Community Ownership Strategies Community Discussion	7/1/2021	Community Engagement and Capacity Building
Continue to have those conversations with them across all levels, not just our city, but our county and state elected officials	Community Ownership Strategies Community Discussion	7/1/2021	Community Engagement and Capacity Building
Need to hold our leaders. Basically, the elected officials to account to come up with more innovative policies	Community Ownership Strategies Community Discussion	7/1/2021	Community Engagement and Capacity Building
Systemic issues require systemic solutions it seems; addressing the whole 9 yards might be worthwhile for real transformation	Community Ownership Strategies Community Discussion	7/1/2021	Community Engagement and Capacity Building
Intentional commitment to ensuring that people are made aware (or at least the attempt was made) and I mean like a real attempt not just a flyer or something on social media, but like an actual really face to face conversation with Community residents.	Community Ownership Strategies Community Discussion	7/1/2021	Community Engagement and Capacity Building
I for one would like to know more about the current and near-future plans and projects that are under way along the Boulevard!	Community Ownership Strategies Community Discussion	7/1/2021	Community Engagement and Capacity Building

Comments	Source	Date	Topic
Reimagine our financial system. Including rent, cell phone, and utility payments in the credit system Other non traditional ways in which folks can report credit to actually build that wealth and close that those gaps	Community Ownership Strategies Community Discussion	7/1/2021	Inclusive Economic Development
+1 on anti displacement values; maybe even add workforce development and community engagement/democratization of power values	Community Ownership Strategies Community Discussion	7/1/2021	Housing
And work together with the community land trusts to put more housing on those formerly single family zoned land to put MORE affordable housing on that land that formerly had one house	Community Ownership Strategies Community Discussion	7/1/2021	Housing
Develop a set of anti displacement values	Community Ownership Strategies Community Discussion	7/1/2021	Housing
Start identifier train black or brown home inspectors and building inspectors	Community Ownership Strategies Community Discussion	7/1/2021	Housing
Training courses to where we can get people from the Community involved in what the buying processes with the application processes	Community Ownership Strategies Community Discussion	7/1/2021	Housing
Work together with the community land trusts to put more housing on those formerly single family zoned land to put MORE affordable housing on that land that formerly had one house	Community Ownership Strategies Community Discussion	7/1/2021	Housing
A lot of great funding sources and outside money + grants that can push a lot of these investments and initiatives require City buy in (figuratively and literally). Definitely should push policymakers more!	Community Ownership Strategies Community Discussion	7/1/2021	Implementation
And besides pushing elected officials to pass the Tenant Opportunity to Purchase Act, what else can we do to push elected officials to make this type of capital available?	Community Ownership Strategies Community Discussion	7/1/2021	Implementation
Can someone talk about more specifics about raising capital for projects? Is this difficult in the current economic climate? Or are more grants and other forms of capital available in the new fiscal year for California?	Community Ownership Strategies Community Discussion	7/1/2021	Implementation
Can some of the panelists explain how there projects may allow historically underserved communities (such as those in the Stockton Blvd area) generate wealth?	Community Ownership Strategies Community Discussion	7/1/2021	Inclusive Economic Development
Here's a different idea...How about we look into who used to own the vacant/empty properties along Stockton and if they are BIPOC then we give them back.	Community Ownership Strategies Community Discussion	7/1/2021	Inclusive Economic Development
How 'bout a community-owned hardware store (to replace Yankee Hardware)?	Community Ownership Strategies Community Discussion	7/1/2021	Inclusive Economic Development
Like summer at city hall, we can have a set of workshops and things like that. Financial Literacy Talk	Community Ownership Strategies Community Discussion	7/1/2021	Inclusive Economic Development
To present career paths that will sustain	Community Ownership Strategies Community Discussion	7/1/2021	Inclusive Economic Development
Eliminating r1 zoning - idea city is undergoing	Community Ownership Strategies Community Discussion	7/1/2021	Land Use
Urban farm at an empty lot	Community Ownership Strategies Community Discussion	7/1/2021	Land Use
Since Stockton Boulevard's political jurisdiction is split between the City and County of Sacramento, will we have some County officials taking part in these discussions?	Community Ownership Strategies Community Discussion	7/1/2021	Other
Systemic issues require systemic solutions it seems; addressing the whole 9 yards might be worthwhile for real transformation imo	Community Ownership Strategies Community Discussion	7/1/2021	Other
Mass notification to residents to view the development tracker	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Community Engagement and Capacity Building
Notification and Development tracker: Develop community engagement best practices around land use and development and get ideas for notification and meeting requirements. depending on the Development process developers need to adhere to, to make sure that community is engaged	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Community Engagement and Capacity Building
Farmers market	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Culture, Arts, and Community Character
Hospital visitors need hotel/motel spaces. Sugggestion: UCD to subsidize rooms	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Environment, Public Health, and Safety
Green space, garden park, trees and irrigation/maintenence	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Environment, Public Health, and Safety
More trees and the ability to take care of those trees	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Environment, Public Health, and Safety
Ensure that the project that was approved is built and maintained	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Environment, Public Health, and Safety
Fast track or criteria/fee waivers decreased for smaller developers for specific projects, such as affordable housing	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Housing
Speed up creation of housing	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Housing
Anti-franchise ordinance	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Inclusive Economic Development
Better quality hotels/motels for out of town family visiting. Deter sex trafficking activities	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Inclusive Economic Development
Community-owned bank	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Inclusive Economic Development

Comments	Source	Date	Topic
More child care businesses	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Inclusive Economic Development
Small mom and pop shops that are serving the needs of the various cultures on the corridor. ensure that those mom and pops and culturally responsive businesses are still there and have the Economist look at whether or not that really would dampen economic investment.	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Inclusive Economic Development
Drive-thrus does not impede walkability	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Land Use
Need for places for community to gather	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Land Use
Reminding developers we need green space	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Land Use
Shared garden space	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Land Use
Annex unincorporated county's "fruitridge finger'	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Other
If the drive thru does not impact neighborhood walk ability, also provides community gathering space and doesn't negatively impact local owned businesses in the area then I think drive thrus are okay. It needs to be taken on a one by one bases. Cars idle while they are waiting in line in a drive thru which will impact an already negative air quality	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Other
Minesterial process vs discresionary?	Multilingual Partners Meeting (Land Use and Development)	8/25/2021	Other
Create ways for younger children to participate and learn about kids/people are less fortunate	Pop-Up Event (Colonial Heights)	9/11/2021	Community Engagement and Capacity Building
Make it easier for community organizations to do a door-to-door engagement strategy	Pop-Up Event (Colonial Heights)	9/11/2021	Community Engagement and Capacity Building
Needs to center Stockton's historic/unique spots	Pop-Up Event (Colonial Heights)	9/11/2021	Culture, Arts, and Community Character
Air quality monitoring and emissions reductions via AB 617	Pop-Up Event (Colonial Heights)	9/11/2021	Environment, Public Health, and Safety
Clean up/out homeless camps (of course, find/help provide shelter for the people there)	Pop-Up Event (Colonial Heights)	9/11/2021	Environment, Public Health, and Safety
Create a better avenue for local businesses to donate food to local food banks and homeless shelters	Pop-Up Event (Colonial Heights)	9/11/2021	Environment, Public Health, and Safety
Continuous trees to shade the sidewalk and bike lane along Stockton Blvd	Pop-Up Event (Colonial Heights)	9/11/2021	Environment, Public Health, and Safety
Make sidewalks in business areas much more pedestrian-friendly: shady spots for sitting, flower planting, etc	Pop-Up Event (Colonial Heights)	9/11/2021	Environment, Public Health, and Safety
I love CLTs – how can we activate as a short-term strategy?	Pop-Up Event (Colonial Heights)	9/11/2021	Housing
CBI/direct payments	Pop-Up Event (Colonial Heights)	9/11/2021	Inclusive Economic Development
Lawrence Park: build jogging park and exercise stations	Pop-Up Event (Colonial Heights)	9/11/2021	Land Use
Safe bicycle corridors. Lots of tree shade.	Pop-Up Event (Colonial Heights)	9/11/2021	Mobility and Transportation
Wide, marked and safe bicycle lanes that stretch from Colonial Library to Downtown all the way down Stockton Blvd	Pop-Up Event (Colonial Heights)	9/11/2021	Mobility and Transportation
Pool resources of grocery owners to establish private security contracts	Multilingual Night at Will C. Wood	9/22/2021	Environment, Public Health, and Safety
Bring grocery store owners together to talk about crime and other issues	Multilingual Night at Will C. Wood	9/22/2021	Environment, Public Health, and Safety
Make customers safe	Multilingual Night at Will C. Wood	9/22/2021	Environment, Public Health, and Safety
Need better response times from Sac PD for crimes at Stockton businesses	Multilingual Night at Will C. Wood	9/22/2021	Environment, Public Health, and Safety
Good idea for a dog park	Multilingual Night at Will C. Wood	9/22/2021	Land Use
Utilize the vacant lot a 37th and Stockton for a paid parking lot – not for another homeless shelter	Multilingual Night at Will C. Wood	9/22/2021	Other
Need to figure out the tents situation first	Pop-Up Event (Greenway)	9/23/2021	Environment, Public Health, and Safety
We need to publicize the resources and services that are available. Non-profits work individually and as a larger network. How do you access services? i.e market the discount parking program.	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Community Engagement and Capacity Building
Activate vacant spaces for artists	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Culture, Arts, and Community Character
Alternative Healthcare options	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Environment, Public Health, and Safety
Increase food security	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Environment, Public Health, and Safety
Work on waste reduction	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Environment, Public Health, and Safety
Incentivizing land/property owners to offer units at affordable rents	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
Limit Airbnb impact on housing inventory (SF homes being purchased for short term rentals)	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
Mixed use housing options along Stockton boulevard	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
More housing, transitional housing	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
More sustainable housing	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
Reduce fees for new housing development	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
Repurposing old commercial properties into residential/mixed use	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
Spoke to residents from Oak Park and noticed that most homes in the neighborhood are Air BnB's and that should be addressed –Air BnB's are mostly serving travelling nurses. Need to address this and maybe that is a tax but somehow needs addressing.	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
There is an immediate (housing) need. Sometimes processes can drag and we don't have 1-3 years.	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing

Comments	Source	Date	Topic
We need an eviction help center. Tenants don't know landlord tenant law and they don't know how to fight housing battles. Displacement and grentrificatin causes negative impacts on education, job opportunity and commute times, mental health opportunity. Eviction help center – need to have legal assistance.	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Housing
Prioritize strategies based on biggest needs	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Implementation
Diversity in local businesses	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Inclusive Economic Development
Create a neighborhood	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Land Use
Improve access to local amenities	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Land Use
Urban Agriculture and Farmers Markets on the Corridor	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Land Use
Limiting drive throughs along Stockton Blvd and provide bike/pedestrian space along the boulevard.	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Mobility and Transportation
Safe/walkable community	Multilingual Partners Meeting (Actions and Strategies)	9/29/2021	Mobility and Transportation
Build affordable housing on the vacant lots	Pop-Up Event (Lemon Hill)	10/21/2021	Housing
Skate Park	Pop-Up Event (Lemon Hill)	10/21/2021	Land Use
More zebra pedestrian crosswalks with buttons	Pop-Up Event (Lemon Hill)	10/21/2021	Mobility and Transportation
Want to work with Sacramento Library	Celebrate Stockton (Strategy Board)	10/23/2021	Community Engagement and Capacity Building
Safe spaces for families to make art	Celebrate Stockton (Strategy Board)	10/23/2021	Culture, Arts, and Community Character
Skate park at Colonial Park (+1)	Celebrate Stockton (Strategy Board)	10/23/2021	Culture, Arts, and Community Character
Pick up illegal dumping on private property. Owners need to fence off property	Celebrate Stockton (Strategy Board)	10/23/2021	Environment, Public Health, and Safety
Put lien on property for garbage pickup and fence to build on private property	Celebrate Stockton (Strategy Board)	10/23/2021	Environment, Public Health, and Safety
Helping people without rental or credit history to get on their feet	Celebrate Stockton (Strategy Board)	10/23/2021	Housing
Provide more trauma based transitional housing with the formally incarcerated	Celebrate Stockton (Strategy Board)	10/23/2021	Housing
Bike crossing, east bound perry to 21st at Stockton Blvd	Celebrate Stockton (Strategy Board)	10/23/2021	Mobility and Transportation
More bikeability	Celebrate Stockton (Strategy Board)	10/23/2021	Mobility and Transportation
Protected bike lanes (+1)	Celebrate Stockton (Strategy Board)	10/23/2021	Mobility and Transportation
"Que hayan programas de salud para todos sin importar el estatus migratorio" / That there are health programs for all regardless of immigration status	Pop-Up Event (Harvest Festival)	10/28/2021	Environment, Public Health, and Safety
Create an actionable list of possible projects along Stockton Blvd that we could reference later when coming up with the draft plan	Mobility and Transportation Working Group	4/22/2022	Community Engagement and Capacity Building
Cross collaboration across department or other groups to seek funding opportunities	Mobility and Transportation Working Group	4/22/2022	Community Engagement and Capacity Building
Empower the community to find funding streams for projects they want in their community.	Mobility and Transportation Working Group	4/22/2022	Community Engagement and Capacity Building
Compostion pilot project	Mobility and Transportation Working Group	4/22/2022	Culture, Arts, and Community Character
Be more explicit about health outcomes and the public health opportunities that our projects could offer. This could help in funding streams.	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Consider a program that promotes composting on some of the vacant lots	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Co-op grocery store	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Farmers market that is affordable	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Look for another opportunity to put another community owned grocery store off Stockton Blvd	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Make sure prices are affordable to the current residents: restaurants and farmers markets	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Reduce food going to landfills by going to food recovery programs	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
We need larger community gardens; we only have one and its very small.	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Trees/Shade along the boulevard	Mobility and Transportation Working Group	4/22/2022	Environment, Public Health, and Safety
Be intentional with how vacant lots can be beneficial to everyone around the lot when considering activating that lot	Mobility and Transportation Working Group	4/22/2022	Land Use
Block-by-block incremental design approach	Mobility and Transportation Working Group	4/22/2022	Land Use
Can we find vacant lot landowners that are interested and open to having some type of community use that requires low money while still offering activation	Mobility and Transportation Working Group	4/22/2022	Land Use
Community garden	Mobility and Transportation Working Group	4/22/2022	Land Use
Increase transportation aside form vehicles	Mobility and Transportation Working Group	4/22/2022	Mobility and Transportation
Traffic is an issue. What can we do to have less traffic: electric bikes, trolley cars?	Mobility and Transportation Working Group	4/22/2022	Mobility and Transportation
We need spaces to walk and commune together.	Mobility and Transportation Working Group	4/22/2022	Mobility and Transportation
With these grassroots initiatives, must have city backing the efforts to support the community	Housing and Anti-Displacement Working Group	5/6/2022	Community Engagement and Capacity Building
Community rises to do actions	Housing and Anti-Displacement Working Group	5/6/2022	Community Engagement and Capacity Building
Information Interns Program: Train youth from Summer at City Hall to canvass and give info to the community. Get 20 kids per district to canvass in their own districts to create awareness about housing assistance programs.	Housing and Anti-Displacement Working Group	5/6/2022	Community Engagement and Capacity Building
We need to do door-to-door canvassing, most people do not know anything about the services the city offers	Housing and Anti-Displacement Working Group	5/6/2022	Community Engagement and Capacity Building
Combat direct mail from large national companies seeking to buy property from homeowners in Sacramento.	Housing and Anti-Displacement Working Group	5/6/2022	Housing

Comments	Source	Date	Topic
In Davis there is a requirement to have homes inspected before they are sold. It is called the Resale Inspection Programto prevent predatory construction work that reducesunsafe home sells.	Housing and Anti-Displacement Working Group	5/6/2022	Housing
Make Community Land Trusts accessible.	Housing and Anti-Displacement Working Group	5/6/2022	Housing
Real estate transfer tax on big organizations that own many houses to got to an affordable housing trust	Housing and Anti-Displacement Working Group	5/6/2022	Housing
More interest in stories, what Stockton Blvd. means to people; uplifting people's histories	Multilingual Partners Meeting	6/21/2022	Community Engagement and Capacity Building
overemphasis on quantitiative data/impact in engagement	Multilingual Partners Meeting	6/21/2022	Community Engagement and Capacity Building
Another value can be added to this will be- relying on residents expertise on what their community means to them. they have live in this community, they know the answers to their problems. its about time to give them a fair chance to participate in a more robust interaction with city projects/plans.	Konveio (Working Draft Version)	7/19/2022	Community Engagement and Capacity Building
Is there any space for "job Opportunities"-meaning how can our local residents get access to jobs opportunities near the area.	Konveio (Working Draft Version)	7/19/2022	Inclusive Economic Development
Making sure our residents are well aware of these benefits and how to apply for them. easy process(online cannot be the only option) to apply and various outreach plan to ensure most residents that qualify get to apply for any of these opportunities should be a priority.	Konveio (Working Draft Version)	7/20/2022	Community Engagement and Capacity Building
Don't have the idea that all neighborhoods look or need the same answers or ideas for a projects look for community highlights or spotlights areas where positive activities are happening . And don't assume that all residents are involved in neighborhood associations.	Konveio (Working Draft Version)	7/20/2022	Community Engagement and Capacity Building
making sure that this spaces don't require a fee for residents to hold plots or to use garden. Some other community gardens have a tendency to require a fee. let's try to keep the fees to non existent if possible.	Konveio (Working Draft Version)	7/20/2022	Culture, Arts, and Community Character
possiblity of making sure low-income/ bilingual residents also get educational materials to cook/prepare the vegetables to incorporate them into their lifestyles.	Konveio (Working Draft Version)	7/20/2022	Culture, Arts, and Community Character
If you're going to buffer the bike lane, you might as well put in protections from motorists. Protected lanes are significantly safer and make the street more inviting	Konveio (Working Draft Version)	7/20/2022	Mobility and Transportation
Create constant flow of communication - not fragmented on proect-by-project basis	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Create infrastructure for long-term continued engagement, like expanding NDAT, training around planning for residents, etc.	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Focus conversations around capacity building to make sure SBP can move into implementation	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Rebuild trust between City and Latine community; create mechanism to ensure feedback is acted upon	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Want to see accountability from city in acting on feedback and transparency around where feedback will go	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Community conversations should focus on: plan structure, transparency around process, current gaps in the plan, plan status and opportunities for edits and reviews	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Hold more or a focus group with a group of small business owners	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Make a multilingual video of the plan that is about storytelling and provides high-level overview of the plan; 3-5 minutes long	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Provide a time estimate of how long it would take to review the plan; tips on how to manage expectations	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Small businesses will be more receptive to a conversation about what they want/need (as opposed to pushing an agenda and asking for feedback) → see how feedback aligns with SBP (not the other way around	Multilingual Partners Meeting	7/21/2022	Community Engagement and Capacity Building
Please send More information when it is available. Thanks for sending this out to us	Konveio (Working Draft Version)	7/21/2022	Community Engagement and Capacity Building
Latine community has a lot of restaurants in Stockton Blvs plan area; have cultural attachment to area (Dia de los Muertos took place in Oak Park area - lots of small businesses benefited/participated)	Multilingual Partners Meeting	7/21/2022	Culture, Arts, and Community Character
Focus on tiers and strategies - how to move into action/implementation ASAP	Multilingual Partners Meeting	7/21/2022	Implementation
Want to see city acknowledge disinvestment from small businesses and Black community and move towward rectifying economic development initiatives for investing in the Black community and Black-owned businesses	Multilingual Partners Meeting	7/21/2022	Inclusive Economic Development
Difficult and intimidating to scroll through such a long document without familiarity of planning; would like to see more of a "booklet" format	Multilingual Partners Meeting	7/21/2022	Overall Plan Structure
Goals and outcomes are unclear - how do we communicate this as a process?	Multilingual Partners Meeting	7/21/2022	Overall Plan Structure
Working verison of plan is very long and technical - hard to prorcess	Multilingual Partners Meeting	7/21/2022	Overall Plan Structure

Comments	Source	Date	Topic
Would like to see an "executive summary" and intro (including why community feedback is needed) for those who do not have capacity to read entire document -- would be great if this could be visually communicated (timeline, pictures, etc.)	Multilingual Partners Meeting	7/21/2022	Overall Plan Structure
The correct name is Aggie Square, not Aggie Square Innovation Campus.	Konveio (Working Draft Version)	7/22/2022	Other
The photo shown is not UC Davis Medical Center, but rather Shriners Hospitals for Children.	Konveio (Working Draft Version)	7/22/2022	Other
UC Davis is one of several tenants in this leased space. Perhaps it should be labeled as the Cannery Building.	Konveio (Working Draft Version)	7/22/2022	Other
UC Davis is one of several tenants in this leased space. Perhaps it should be labeled as the Cannery Building.	Konveio (Working Draft Version)	7/22/2022	Other
UC Davis would like to provide edits to this CPBA section as there are some discrepancies. Please feel free to reach out directly to me. Thank you.	Konveio (Working Draft Version)	7/22/2022	Other
UC Davis would like to provide some edits to this section. Please contact me directly. Thank you.	Konveio (Working Draft Version)	7/22/2022	Other
Love this memories page! Thank you for including it!	Konveio (Working Draft Version)	7/25/2022	Community Engagement and Capacity Building
In the past our neighborhoods were actually inhabited by folks in the "middle income" and Oak Park was categorize as affluent and prosperous. So to use the term historical and low income in the same sentence as a way to describe the history of our neighborhoods is not accurate and does not tell the whole story. It also does not adequately illustrate or describe the economic history of the area especially due to the fact that the government sanctioned policies of "redlining" and "gerrymandering" played a huge part in the historical socioeconomic trends of this part of Sacramento and are not mentioned at all. Here's a suggestion: "Historically the neighborhoods in the Neighborhood Study Area have been home to a richly diverse group of residents. The cultural, ethnic and socioeconomic make up of this area has changed a lot throughout its history due to several factors including the Great Depression, and the government sanctioned policies of redlining and gerrymandering." Or something like that.	Konveio (Working Draft Version)	7/25/2022	Other
Please list neighborhood not just Colonial or Tahoe. There is Colonial Heights, Colonial Manor, Colonial Village, Tahoe Park, Tallac Village.	Konveio (Working Draft Version)	7/25/2022	Other
So sorry, I see that a map is included after the data, which is helpful.	Konveio (Working Draft Version)	7/25/2022	Other
Thank you for including Fong Tran's contribution.	Konveio (Working Draft Version)	7/25/2022	Other
This is very hard to read in this format (the headings do not "freeze"). Also, the earlier map that shows the numbers for each Census Tract should proceed it.	Konveio (Working Draft Version)	7/25/2022	Other
Within the Neighborhood Actions and other areas in the report pertaining to Placemaking, Arts and Culture should include priority being given to hiring artist living and practicing in the neighborhoods. Similar to how priority is given to locally owned business and hiring local folks for jobs and job training. This could be done by giving extra points in the grant making process or opening "call for artists" with one of the requirements being that the responding artist must work and or live in one of the neighborhoods.	Konveio (Working Draft Version)	7/26/2022	Culture, Arts, and Community Character
How many is "many"?	Konveio (Working Draft Version)	7/26/2022	Environment, Public Health, and Safety
In comparison to other areas?	Konveio (Working Draft Version)	7/26/2022	Environment, Public Health, and Safety
More specifics please? Where? [comment referring to leaking underground storage tanks]	Konveio (Working Draft Version)	7/26/2022	Environment, Public Health, and Safety
Part 2.7 Environmental Justice should include a section identifying South Sacramento's lack of sufficient and equitable tree canopy (healthy/thriving trees) and a survey of parks and green spaces in the area.	Konveio (Working Draft Version)	7/26/2022	Environment, Public Health, and Safety
There are farmers markets? Only 2 that I know of. Where are the community gardens? More specifics would be helpful.	Konveio (Working Draft Version)	7/26/2022	Environment, Public Health, and Safety
What is the rate?	Konveio (Working Draft Version)	7/26/2022	Environment, Public Health, and Safety
and parks?	Konveio (Working Draft Version)	7/26/2022	Environment, Public Health, and Safety
Are they all low-income units? My understanding was that there was a mix?	Konveio (Working Draft Version)	7/26/2022	Housing
Here are a couple of other things our neighborhoods value that have an impact on Anti-Displacement efforts. The wording below is just "draft" and could be edited to be more succinct. 7. We value both the physical and mental health and wellbeing of our community's residents and support systems that provide resources and options that allow residents to maintain a healthy lifestyle. 8. We support commercial ventures and businesses that put a value on and prioritize our neighborhood's efforts for clean air and water and are committed to the preservation on our neighborhood's healthy environments.	Konveio (Working Draft Version)	7/26/2022	Housing
Are parks and/or other green spaces included? If not why? If so where and how?	Konveio (Working Draft Version)	7/26/2022	Inclusive Economic Development

Comments	Source	Date	Topic
While I am pleased that there will be housing options on the Blvd. It's very disappointing and disturbing that there is no mention of or plan in place to provide recreational spaces for people to get outside and enjoy. With 400 units of affordable housing coming and the potential for triple that in the increase of people, the impact on our to few neighborhood and 2 (3?) regional parks is going to be huge and potentially very negative. Please! We need more green space for people to get out and move around, recreate and enjoy! This issue will greatly impact both the physical and mental health of our residents.	Konveio (Working Draft Version)	7/26/2022	Land Use
Instead of saying that it's "only" 46 percent how about wording it such as "...and the average rate of homeownership in the study area is 46 percent.	Konveio (Working Draft Version)	7/26/2022	Other
Is there more up to date data available? 2018 seems like a long time ago.	Konveio (Working Draft Version)	7/26/2022	Other
This is not completely accurate from a historical perspective. It is my understanding that the NSA area in it's long history was at one time occupied by middle income and in the case of Oak Park upper income residents. The change in income make up of the area changed over the years due to the Great Depression and government supported racist policies such as redlining and gerrymandering. These events and policies played a huge roll in where we find ourselves today and should be acknowledged in this important document.	Konveio (Working Draft Version)	7/26/2022	Other
and natural resources	Konveio (Working Draft Version)	7/26/2022	Other
A bus shelter is an improvement yes, but it is facetious to pretend that running buses in mixed traffic will be an improvement to the overall trip on transit.	Konveio (Working Draft Version)	8/7/2022	Mobility and Transportation
Buses should not be running in mixed traffic. Cut off one lane of traffic each side and convert it to a transit lane	Konveio (Working Draft Version)	8/7/2022	Mobility and Transportation
This is a bad idea and pushes forward the status quo. Stockton Blvd should not be utilized as a commuter corridor with SR-99 paralleling the street for most of its length	Konveio (Working Draft Version)	8/7/2022	Mobility and Transportation
This is the highest bus ridership corridor in the SacRT network. Buses NEED to have their own dedicated lanes, especially given regional commitments to reducing greenhouse gas emissions and VMT. Eliminate a lane of traffic per each direction.	Konveio (Working Draft Version)	8/7/2022	Mobility and Transportation
Why just a painted buffer? Why not include curb cuts or some sort of protections from motorists?	Konveio (Working Draft Version)	8/7/2022	Mobility and Transportation
Colonial Theatre just sent out a letter to neighboring residents that they're intending to increase their entertainment options. I live 7 houses away and have to hear the screaming Punk concerts that they book now. I can't imagine how the poor people who move into the Gateway complexes are going to sleep when they buy their brand new units and hear this horrible screaming noise on week days until midnight, when most people have to go to work the next day. Buyer beware! Perhaps the concerts can be limited to weekends and a more melodious type of music?	Konveio (Working Draft Version)	8/16/2022	Culture, Arts, and Community Character
Please put in protected bike lanes. The safety report that came out last year, stated that the Stockton Blvd. corridor had some of the most fatalities of pedestrians and bike riders. West Sacramento put in protected bike lanes. Let's do it here too, especially on Stockton Blvd.	Konveio (Working Draft Version)	8/16/2022	Mobility and Transportation
Hmong and Lao businesses tends to be very generational; it would be valuable to reach out with a generational approach that taps into a more trustworthy and accountable network	Multilingual Partners Meeting	8/18/2022	Community Engagement and Capacity Building
In Little Saigon, they have really been able to provide support, guidance, mentorship - trying to close that gap to those who are interested in trying to start a business; helping those business get the grants to apply to for them to stay afloat	Multilingual Partners Meeting	8/18/2022	Inclusive Economic Development
Let small businesses and relevant folks who will be impacted know the future plan for the area. Inform them that there is a plan being conceived, and let them know which components concern them and where they can participate	Multilingual Partners Meeting	8/18/2022	Community Engagement and Capacity Building
Look at creating more opporunity for Black folks who don't normally have that access and power	Multilingual Partners Meeting	8/18/2022	Community Engagement and Capacity Building
The Latine community would appreciate the city coming to them where they are at and gathering resources together because it can be confusing/overwhelming	Multilingual Partners Meeting	8/18/2022	Community Engagement and Capacity Building
A lot of businesses don't know how to apply for grants; create a resource hub to help businesses	Multilingual Partners Meeting	8/18/2022	Inclusive Economic Development
Currently, there's no shade in the surrounding areas and this makes being outside on Stockton Blvd very undesirable. This section should also include increasing our tree canopy to ensure people *want* to bike, walk, and explore locations with art. The location needs to be inviting so people leave their homes and interact with the local community. This will also support local businesses as more people will be out in the streets.	Konveio (Working Draft Version)	9/3/2022	Environment, Public Health, and Safety

Comments	Source	Date	Topic
Allow for more density by increasing the FAR along the corridor. This will allow more housing, more available transit, and more foot traffic to small businesses.	Konveio (Working Draft Version)	9/3/2022	Land Use
1. What intersections are we looking at consolidating? Will this include more transit (which would also assist in meeting our CAAP goals). 2. How will we incentivize improvements and activities? Will more housing be built nearby? Are there plans to increase foot traffic by making the corridor more walkable? 5. How will the meetings on development proposals be advertised to the neighborhood? Historically, Fruitridge Manor doesn't receive much news about upcoming changes to the area.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
Consider removing the center lane and making this into a segment with trees.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
Has the City considered partnering with SacRT to create a light rail line down Stockton Blvd in place of the bus line? Stockton Blvd is the major street that connects to many neighborhoods, and it leads into the heart of downtown. Additionally, the 51 is the most used bus line, and it may get used more if it's a light rail line.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
It should be a commuter corridor for transit and bikes, not cars.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
Neither option reduces the street area. Consider a road diet and have a two lane street only, and include a medium between the street and bikes with shade trees.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
Please dedicate lanes to bus/transit only in this segment instead of keeping it 5 lanes. People drive very fast because there are many lanes on this street. Even with shade trees, there may still be many accidents.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
Please protect bike lanes from car traffic and use design tactics to significantly reduce car speeds. Stockton Blvd should be a major bike path, but it's too dangerous to ride on. Fruitridge and Stockton Blvd must be protected if the bikes end up near the street.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
Please study where people regularly cross, not just where there are intersections.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
Slow traffic and increase safety by reducing the amount of lanes for personal vehicles to 2 only.	Konveio (Working Draft Version)	9/3/2022	Mobility and Transportation
The neighborhood "South of Fruitridge" is referred to as Fruitridge Manor.	Konveio (Working Draft Version)	9/5/2022	Other
Culture, comfort, community, location	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
Diverse Asian commuity, culture, and food	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
Diversidad de culturas	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
Diversidad de gastronomia	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
diversity and food	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
Family	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
I like it here and my family and the community's nice, friendly	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
I like the people, foods, culture	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
I love the community especially the first event	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
I love the food	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
I love the unity and the whole community	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
It's cheap here	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
Little Saigon	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
more community events	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
more restaurants	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
My dad got a job with the State	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
My grandparents bought a home here	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
the amazing food	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
The community; they are very nice custom	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
the food	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
The Little Saigon community	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
this is a very open-minded community	Little Saigon Multicultural Parade	9/10/2022	Culture, Arts, and Community Character
improve the justice system	Little Saigon Multicultural Parade	9/10/2022	Environment, Public Health, and Safety
Lower food prices	Little Saigon Multicultural Parade	9/10/2022	Environment, Public Health, and Safety
clean and safe environment	Little Saigon Multicultural Parade	9/10/2022	Environment, Public Health, and Safety
cleaner streets and business parking lots	Little Saigon Multicultural Parade	9/10/2022	Environment, Public Health, and Safety
safety and cleanliness	Little Saigon Multicultural Parade	9/10/2022	Environment, Public Health, and Safety
affordable homes	Little Saigon Multicultural Parade	9/10/2022	Housing
funding for adult education	Little Saigon Multicultural Parade	9/10/2022	Inclusive Economic Development
Incubator spaces	Little Saigon Multicultural Parade	9/10/2022	Inclusive Economic Development
local jobs	Little Saigon Multicultural Parade	9/10/2022	Inclusive Economic Development
local jobs and families	Little Saigon Multicultural Parade	9/10/2022	Inclusive Economic Development
training programs for jobs	Little Saigon Multicultural Parade	9/10/2022	Inclusive Economic Development
child friendly events	Little Saigon Multicultural Parade	9/10/2022	Land Use
more bus routes	Little Saigon Multicultural Parade	9/10/2022	Mobility and Transportation
more trolley cars	Little Saigon Multicultural Parade	9/10/2022	Mobility and Transportation
food shops	Little Saigon Multicultural Parade	9/10/2022	Other
lower gass prices	Little Saigon Multicultural Parade	9/10/2022	Other
massage places	Little Saigon Multicultural Parade	9/10/2022	Other
nail shops	Little Saigon Multicultural Parade	9/10/2022	Other

Comments	Source	Date	Topic
We see a neglect of the trees in the median, many of which look stressed to the naked eye - often branches breaking and fraying due to neglect. The grass is mowed to the extreme - way too short - every week, at a time when leaving it longer would act as a natural mulch and help keep what little water that area gets in the soil, not evaporating. It's cut way too short - even a City arborist confirmed that for me. Somehow the city is just on autopilot - paying whoever it is they have a contract with to keep mowing a lawn weekly that can probably be mowed once a month or every six weeks.	Email	9/13/2022	Environment, Public Health, and Safety
The litter, used condoms and assorted drug paraphernalia left on the street and in the median?	Email	9/13/2022	Environment, Public Health, and Safety
I'm unclear on this "anti-displacement conversation". As a resident who lives just a few houses off Stockton Blvd on 21st Avenue, is this where I might come to discuss any of the following?	Email	9/13/2022	Housing
The drivers who run red lights and behave poorly along Stockton?	Email	9/13/2022	Mobility and Transportation
The incessant speeding and "stunts" of cars, flying by our house doing 60+ MPH?	Email	9/13/2022	Mobility and Transportation
Are any of the above subjects that we might be able to have a discussion about? I realize this isn't me having a story about "what makes Stockton Blvd important" - but *is* it about the decline of our neighborhood - which is only getting worse.	Email	9/13/2022	Other
The car lot on the corner that uses (and abuses) two german shepherd puppies as their full time alarms, barking throughout the night, every night and disrupting our sleep? With the city and animal control unwilling to do anything about it?	Email	9/13/2022	Other
The homeless and mentally ill that often show up on my porch and front lawn to use my garden hose to take a shower?	Email	9/13/2022	Other
The hookers using the Colonial Heights library parking lot for who knows what?	Email	9/13/2022	Other
We see and hear all of this, just trying to live here. We get up most mornings and watch people piss and shit in the library parking lot. Cars pull in to eat their fast food then blatantly toss trash onto the street. They do this right in front of our house!	Email	9/13/2022	Other
Identify pockets of areas where we know development is going to happen and creating a list of businesses in those areas of familiarity and how can we engage	Multilingual Partners Meeting	9/15/2022	Community Engagement and Capacity Building
Asian communities definitely need items to be more tangible for them to articulate	Multilingual Partners Meeting	9/15/2022	Community Engagement and Capacity Building
In-person face-to-face time better engages the community and build better synergy and trust with the community to have these conversations	Multilingual Partners Meeting	9/15/2022	Community Engagement and Capacity Building
Maybe hold some time of office hours for the morning, lunch, and evening to accommodate people's different schedules	Multilingual Partners Meeting	9/15/2022	Community Engagement and Capacity Building
activities and resources for seniors	Pop-Up Event (La Superior)	9/17/2022	Community Engagement and Capacity Building
Cosas de entretenimiento y ayuda par seniors	Pop-Up Event (La Superior)	9/17/2022	Community Engagement and Capacity Building
Falta un lugar donde puedan orientar a los seniors con la ayuda que necesiten y sea gratis	Pop-Up Event (La Superior)	9/17/2022	Community Engagement and Capacity Building
47th Ave and Elder Creek	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
art plaza gallery	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
BMX bike, lot area for kids	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Church	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Colonial Heights Library	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Florin Buffet	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Hacen falta actividades deportivas para los ninos	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
La Superior	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
La Superior	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Local businesses	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Lugares donde los ninos aprenden artes	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Lugares que ensenen artes a los ninos	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Mack Rd, Florin	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
New Burger King	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Panda Express	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
park and library	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
pet park	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
pet park	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Power Inn	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Shopping centers	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
skate park	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stockton Buffet	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Affordable cost of living	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: 1 año viviendo aqui/Tiene familia Por su familia	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: 10 años compró movi le home y vivie agusto renta barata	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: 15 años viviendo aqui hay mejores trabajos	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: 45 años/Tiene familia aqui/Antes todo era muy limpio	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: 9 years living here	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character

Comments	Source	Date	Topic
Stories about the area: 90 años viviendo aqui. Compró casa	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: came here for errands, shopping	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Es tranquilo por aqui	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Escuelas (language academy), renta baja es tranquilo	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Ha vivido aqui 13 años se vino porque la renta estaba más barafa y se quedó aqui por la venta y el area ha mejora do ya no hay prostitucibu	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: I came when I was 13 and stayed because the neighborhood	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: la economia	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Live in Arden come to Stockton for shopping	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Lived here since 1999, family, roots in Sacramento	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: moved from Fiji Island 23 years ago	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: not many businesses before along Stockton	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Por el trabajo	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Querian cambiar el ambient; antes vivian en norte Sacramento paños viviendo aqui. Es muy tranque lo buenos vecinos.	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: stayed because support from local government	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: Tiene 11 años aqui	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Stories about the area: trabajo de su esposo	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Tahoe Park (kids and grandkids here)	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Walmart	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
youth areas for outlet stores	Pop-Up Event (La Superior)	9/17/2022	Culture, Arts, and Community Character
Clinics health, low incomes	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Community center/resources	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Local grocery stores	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Need more trees, nature, and parks	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Not enough parks, nicer parks	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Parks	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Parks	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Parks	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Parks	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Parks	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
concerned about hate crimes	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
crime	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
improve on safety	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Lack of safety because of homeless	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Limpieza, seguridad	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
mejor vigilandia en to das las area	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
more police	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
not safe to walk around	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Parks and recreation are not being used as much because people is afraid of homeless and their dogs	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
private security has been helpful	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
purse snatching	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
remove homeless	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Reubicar a los homeless o que mantengan limpio	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
robberies	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
robberies and traffic	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
safety	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
safety	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
safety	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
safety and cleanliness	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
safety and homeless placement	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
safety when shopping	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
scams, violence, and necklace snatching	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
security	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
too much crime	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
we want to feel safe when we're outside	Pop-Up Event (La Superior)	9/17/2022	Environment, Public Health, and Safety
Homeless	Pop-Up Event (La Superior)	9/17/2022	Housing
property tax support	Pop-Up Event (La Superior)	9/17/2022	Housing
rent control	Pop-Up Event (La Superior)	9/17/2022	Housing
Renta que sea accessible a la economia actual	Pop-Up Event (La Superior)	9/17/2022	Housing
rental assitance (2x)	Pop-Up Event (La Superior)	9/17/2022	Housing
rental caps	Pop-Up Event (La Superior)	9/17/2022	Housing
SMUD, utility assistance	Pop-Up Event (La Superior)	9/17/2022	Housing
solutions for unhoused (2x)	Pop-Up Event (La Superior)	9/17/2022	Housing
Adult education	Pop-Up Event (La Superior)	9/17/2022	Inclusive Economic Development
Open and support small bsinesses	Pop-Up Event (La Superior)	9/17/2022	Inclusive Economic Development
safe and affordable child care for working/studying parents	Pop-Up Event (La Superior)	9/17/2022	Inclusive Economic Development
carwash	Pop-Up Event (La Superior)	9/17/2022	Land Use
People want to see the following uses: shopping mall, movie theater, water parks, sporting goods store	Pop-Up Event (La Superior)	9/17/2022	Land Use
public parking	Pop-Up Event (La Superior)	9/17/2022	Mobility and Transportation
transportation public	Pop-Up Event (La Superior)	9/17/2022	Mobility and Transportation
Los deportes que hay son muy caros y somo familias con muchos hijos	Pop-Up Event (La Superior)	9/17/2022	Other

Comments	Source	Date	Topic
no electric cars	Pop-Up Event (La Superior)	9/17/2022	Other
more activities for youth	Pop-Up Event (A&A Market)	9/24/2022	Community Engagement and Capacity Building
Asian stores	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
Attract more tourists to come in	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
cultural destinations	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
diversity in business	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
food!	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
I love A&A Market because they have everything and Vietnamese items	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
Like lots of cultural restaurants but need more Cambodian and Laotian	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
more people to come	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
Shopping centers	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
Stories about the area: 10-20 years being here in the area - family moved here	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
Stories about the area: Enjoy the cultural	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
Stories about the area: The cultural diversity is why I stay	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
the restaurants	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
Welcome to Saigon arch over the street	Pop-Up Event (A&A Market)	9/24/2022	Culture, Arts, and Community Character
More food safety	Pop-Up Event (A&A Market)	9/24/2022	Environment, Public Health, and Safety
Shopping centers	Pop-Up Event (A&A Market)	9/24/2022	Environment, Public Health, and Safety
We like the community but want more shade, more trees, more greenery	Pop-Up Event (A&A Market)	9/24/2022	Environment, Public Health, and Safety
Moving away because of safety	Pop-Up Event (A&A Market)	9/24/2022	Environment, Public Health, and Safety
homelessness	Pop-Up Event (A&A Market)	9/24/2022	Housing
homelessness	Pop-Up Event (A&A Market)	9/24/2022	Housing
homelessness	Pop-Up Event (A&A Market)	9/24/2022	Housing
safety and homeless placement	Pop-Up Event (A&A Market)	9/24/2022	Housing
night life like a night market	Pop-Up Event (A&A Market)	9/24/2022	Land Use
getting around is pretty good -- easy	Pop-Up Event (A&A Market)	9/24/2022	Mobility and Transportation
more sfaety for kids to get around	Pop-Up Event (A&A Market)	9/24/2022	Mobility and Transportation
Does the plan include clean-up activities for leaking underground storage tanks?	Konveio (Working Draft Version)	9/28/2022	Environment, Public Health, and Safety
Please add/preserve these buildings (architecture/façade): - 3022 Stockton Blvd, Sacramento, CA 95820 (former Boon Boon Café). Preserving the entire complex would be dieals. - 3000 Stockton Blvd, Sacramento, 95820 (former Subway locaiton).	Konveio (Working Draft Version)	10/5/2022	Land Use
See comment above regarding preserving buildings located at 3000 & 3022 Stockton Blvd.	Konveio (Working Draft Version)	10/5/2022	Land Use
Hopeful the city does its best to ensure this comes to fruition. Housing is better than vacant lots.	Konveio (Working Draft Version)	10/7/2022	Housing
I appreciate the call for paved lots to support businesses, especially in the commercial corridor around 14th. Safe, clean lots on both sides of Stockton Blvd, accompanied by well-marked crosswalks, would allow drivers to stop and shop and Stockton. The only Stockton Blvd businesses I patronize have lots.	Konveio (Working Draft Version)	10/7/2022	Land Use
Close commutes, historically rich/black/diverse/young families	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I've lived a block from Stockton Blvd for 35 years. I've seen good and not so good but overall I'm proud.They used to have an active neighborhood watch which is how we met so many good friends.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Stockton got all the good food! My fave bahn mi spot is Duc Huang!	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Drive-In theatre on Fruitridge, Stock Ridge Johnson Del Prado restaurant, Bowling alley @ Goodwill, HS graduation dinner at Del Prado restaurant. Resident of Lawrence Park (32 years), member of Friend of Colonial Heights Library (25 years), Board of Stockton Blvd Partnership (former), Served 6 years on UCD Community Health Advisory Board	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
The prices were affordable and also a lot of history with MLK and also with Kevin Johnson with Sac High School, really been a lot of improvements in this area	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Family moved to Sac in 1995. They arrived as Hmong refugees to the US in 1992. We settled in South Sacramento. Grocery stores and Little Saigon were areas we frequented. As Southeast Asians, this was and is still home for us.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Historically black community. Diversity w/ rich history, walkable community, close to transit, business district, and green space.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Born & raised on 48th & Yosemite, a block from Stockton Blvd. I remember learning Karate at Morris' (now a dance studio), eating fish n' chips where Eli's is now, shopping at Kmart & McFrougals & ThriftTown. I love the growth!- Mandy	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I been here over 10 years and I like it here	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Pho Xe Ina was a pancake house in 1950s + 60s	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Unqiue, homey feel	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Love to miss the Fruitridge Library and settled in north Oak Park	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I like the family focus of the neighborhood, families move here and stay for a long time!	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
We have been here for 8 years now. Love our neighbors and home :)	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
The new and old public art on Stockton	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character

Comments	Source	Date	Topic
Trips for kids Sacramento tfksac.org has landed at 3816 Stockton Blvd. Kids need safe streets!	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I have lived nearby for how many years? Ever since 1977! Things change, but not always for the better.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I'm one of the few Black families remaining in Oak Park. My family has been near Stockton Blvd. since the 1950s. I have a great love for my neighborhood and couldn't imagine being anywhere else.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
A new friend I met online responded to my post about a place to stay and I've been here ever since…	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Everyone is nice and caring	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Moved here to take of my mom	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Been here for 3 years - it's close to work	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Colonial Library has done a lot for the community	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I remember the drive -in theater on Stockton. It was great.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I was a foster kid and my friends took me in	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Living in the area and have seen/heard change is coming but no follow through. Needs to happen.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I have lived here off & on for about 10 years and love the area.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Sightseeing around the area - Gian	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I came to Sacramento due to the diversity	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Bought house in 1979 and son now lives there. Value that its community + family oriented. Keep it that way!	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Broadway south to Colonial library, no substance business and need for cash services	Spotlight on Stockton	10/8/2022	Land Use
I attended when I was a kid, I worked there as an adult, I love the program they have for the kids. (Oak Park Community Center)	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Friends	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
My sister and her husband have lived here for years and I wanted to be closer to family	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I like the Walmart	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Moved here from Santa Cruz in 2016 because I could no longer afford housing. Really hoping to see Tahoe Park residents stay and not be pushed out!	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I've lived here my whole life, so this community is my whole life and all my childhood	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Touch of Class, Shaus (?) and community events	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I bought my home here 11 years ago because it was afforable. - Tara	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Grew up here 68 years total. I love and remember how we all looked out for each others kids. I miss that.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
@queer.shoppe	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Moved here from Phoenix 3 months ago. It's a good place to retire!	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Love the customers who come in A Toucha Class and share how they hung out there 30 years ago.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
I feel lucky to be in this community-oriented part of the city. Love the trees, and affordability of housing.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Not born here but my kids were. We love Sacto.	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
We bought our house based on proximity to Anna's Vegan Café! - Alec	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Pedestrian crossings near the hospital are good!	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
My sister in law lives near Stockton Blvd. Its a nice area and friendly	Spotlight on Stockton	10/8/2022	Culture, Arts, and Community Character
Mexican stores and panaderias	Spotlight on Stockton	10/8/2022	Land Use
A Toucha Class/Playmakers - becaue my father and uncles started it and it's the oldest black-owned biz on the blvd - maybe the only one left	Spotlight on Stockton	10/8/2022	Land Use
Having a whole exotic neighborhood (L. Saigon) for eating and shopping. Need a new thrift store after losing Thrift Town. Goodwill is not a replacement.	Spotlight on Stockton	10/8/2022	Land Use
More Food needed between Broadway and Colonial Library	Spotlight on Stockton	10/8/2022	Land Use
Add cafes to Stockton and stores like Strapping in oak park	Spotlight on Stockton	10/8/2022	Land Use
Need something like the Triangle District on Broadway	Spotlight on Stockton	10/8/2022	Land Use
Has the City contacted all property owners of vacant parcels inside the plan area?	Konveio (Working Draft Version)	10/10/2022	Community Engagement and Capacity Building
A few studies have identified portions of the study area as food deserts. I think it would be helpful to map food access points to see if food access has changed.	Konveio (Working Draft Version)	10/10/2022	Environment, Public Health, and Safety
Big portions of the study area - until this past year (contact Valley Vision for more information) - did not have air quality monitors. The monitors that have been installed, do not measure all criteria pollutants. This should be revised to address this point and the need for better and more air quality monitoring as an environmental justice strategy.	Konveio (Working Draft Version)	10/10/2022	Environment, Public Health, and Safety
Isolated locations deficient in tree canopy? By whose standard? The Sacramento Bee has data about tree canopy coverage, as does Sac Tree. I think "isolated locations" is incorrect, and should be revised. I think those with canopy are "isolated locations." Also, what is a community facility? What is the source of "no identified deficiencies?"	Konveio (Working Draft Version)	10/10/2022	Environment, Public Health, and Safety

Comments	Source	Date	Topic
This a correlation to poverty - see my previous comment about household income not being a clear data poverty data point.	Konveio (Working Draft Version)	10/10/2022	Environment, Public Health, and Safety
Suggest adding a value about reducing poverty through inclusive prosperity, and increasing affordable housing (rental and home ownership). Supporting community organizations is a good add too.	Konveio (Working Draft Version)	10/10/2022	Housing
Will this plan's priorities be updated to target those specific parcels that qualify for by-right development under newly signed AB 2011?	Konveio (Working Draft Version)	10/10/2022	Land Use
Poverty is a factor in gentrification. I think it would be helpful if this sections builds on this data to help the reader (and policy makers) understand how this correlates to people living in poverty - perhaps by providing a census level analysis of the percent of resident who live in poor households. I think the household income data masks this important data point for understanding displacement risks.	Konveio (Working Draft Version)	10/10/2022	Other
At the very least, name the tribes whose land we occupy. Hmong also resettled here due to the Vietnam war, in fact, there are very distinct waves of immigration glossed over in this summary. Please replace all occurrences of the word minority. The highways had a huge impact beyond isolation, and cutting off community.This is a white washed history.	Konveio (Working Draft Version)	10/10/2022	Other
I think you need to go further back than 2010 to account for the Great Recession. Black and Latinx populations were disproportionately affected by home foreclosures and subprime lending during the Great Recession. 2010 masks this huge economic impact to and decline in homeownership.	Konveio (Working Draft Version)	10/10/2022	Other
I would delete "minority" and add people of color. Asians and Indigenous folks were also impacted by racial covenants and redlining. I suggest expanding your list beyond "Black" and "Hispanic or Latinx" to include other race/ethnicities with a prominent presence and culture on the Stockton Corridor.	Konveio (Working Draft Version)	10/10/2022	Other
Racism is the root of income disparities too.	Konveio (Working Draft Version)	10/10/2022	Other
Simplify the legends for the map, focusing on those items that help to orient and bring meaning. For example, is there a stream or creek on this map or a rail line?	Konveio (Working Draft Version)	10/10/2022	Other
What about the Hmong, Iu Mien, Filipino, and Pacific Islander folks?	Konveio (Working Draft Version)	10/10/2022	Other
Areas "like this?" I am unclear that "like this" means.	Konveio (Working Draft Version)	10/10/2022	Other
I think it is important to note that this redevelopment history includes the redevelopment of the once culturally vibrant West End, and forced relocation of people of color.	Konveio (Working Draft Version)	10/10/2022	Other
9th Ave and Stockton Blvd designated Ministerial Infill Housing: IR$20-348 neighbors concerns on 9th ave 1. hazardous waste documented in Geo Tracker report dated 2004; please provide an update 2. compromised infrastructure as documented in email from the city of Sacramento dated 2012 citing sewer lines in need of replacement; please provide an update 3. traffic congestion to be generated by the alley connecting 9th ave and 10th ave as the source of access and exit to IR20-348 NOTE: the neighbors are NOT objecting to the development and construction - they are asking for responsible development and construction with respect to hazardous waste and compromised infrastructure in a well-established neighborhood	Konveio (Working Draft Version)	10/11/2022	Environment, Public Health, and Safety
To be able to say this area has good access I believe every residence should be able to walk/bike or take transit to an affordable grocery store	Konveio (Working Draft Version)	10/12/2022	Environment, Public Health, and Safety
Maybe remove the center lane and add real bike lanes instead of combined bike bus lanes	Konveio (Working Draft Version)	10/12/2022	Mobility and Transportation
Protected bike lanes are crucial here especially if two of the 5 lanes are not converted to bus lanes	Konveio (Working Draft Version)	10/12/2022	Mobility and Transportation
childcare support and more activities	Konveio (Working Draft Version)	10/13/2022	Land Use
Educate the public about what? The planning process?	Konveio (Working Draft Version)	10/13/2022	Community Engagement and Capacity Building
Translate plans into other languages so people can understand	Pop-Up Event (SF Market)	10/13/2022	Community Engagement and Capacity Building
Asian Pearl Restaurant!	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
Come for Little Saigon	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
I like markets and come for the cultural stores	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
Like SF Market because have been coming here for more than 20 years	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
Like the cultural stores in the area	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
More Chinese and Vietnamese food please	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
prioritize cultural preservation	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
The shopping centers and cultural stores	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
The Vietnamese restaurants	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
There's a lot of convenience with the shopping in this area	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
There's a Muslim store with halal food by the Sheriff station that's really good	Pop-Up Event (SF Market)	10/13/2022	Culture, Arts, and Community Character
I am surprised that cleaning the air was not a thread. Was this overlooked in the notes?	Konveio (Working Draft Version)	10/13/2022	Environment, Public Health, and Safety

Comments	Source	Date	Topic
More markets. Farmers markets. Night markets, More quality foods	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
Will folks get a chance to review these facts and provide input before the plan is finalized?	Konveio (Working Draft Version)	10/13/2022	Environment, Public Health, and Safety
Clean environment	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
clean streets and safety	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
Improve street lines and safety	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
less drugs, better housing	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
More security	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
More security. There's less foot traffic because of the pandemic but also because people don't feel safe. There's another SF Market in pocket. It's not as good but we go there because it feels safer.	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
New apartment housing for seniors and low income. Also please less crime	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
safety is number one	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
Transportation is good but safety is the real issue here. I only stay in the market area.	Pop-Up Event (SF Market)	10/13/2022	Environment, Public Health, and Safety
Adffordable housing for seniors	Pop-Up Event (SF Market)	10/13/2022	Housing
Creating community land trusts, or supporting the land trust that already exists (i.e., Sacramento Community Land Trust http://www.sacclt.org/our-board.html)?	Konveio (Working Draft Version)	10/13/2022	Housing
Homeless	Pop-Up Event (SF Market)	10/13/2022	Housing
Housing. Senior Apartments. Better parking. Better accessibility	Pop-Up Event (SF Market)	10/13/2022	Housing
no homeless, more services	Pop-Up Event (SF Market)	10/13/2022	Housing
Take care of homeless	Pop-Up Event (SF Market)	10/13/2022	Housing
This should include financial support for folks like the Sacramento Tenants Union who educate and advocate on behalf of residents?	Konveio (Working Draft Version)	10/13/2022	Housing
We need more public housing. We came from Canada. There are a lot of examples there of successful public housing	Pop-Up Event (SF Market)	10/13/2022	Housing
Where is the land trust strategy referenced previously in this document?	Konveio (Working Draft Version)	10/13/2022	Housing
Inflation has caused skyrocketing prices and costs	Pop-Up Event (SF Market)	10/13/2022	Inclusive Economic Development
Would also be nice if city could help to highlight local businesses	Pop-Up Event (SF Market)	10/13/2022	Inclusive Economic Development
Playground and parks for neighborhood	Pop-Up Event (SF Market)	10/13/2022	Land Use
Scratch this, I just reread the paragraph and figured out what you lumped into misc.	Konveio (Working Draft Version)	10/13/2022	Land Use
This is counter to what residents discussed and desired. Many conversations that I was part of, folks lifted up that the infill on this corridor is not consistent with the existing architecture, nor what folks want to see on Stockton. Folks want urban form that is specific to this area, not a vanilla set of standards in place for the entire city.	Konveio (Working Draft Version)	10/13/2022	Land Use
Would be helpful to have some details here given that 8% misc is larger than the industrial and care/healthcare. What type of uses did you lump into "misc.?"	Konveio (Working Draft Version)	10/13/2022	Land Use
Would like an indoor mall/food court, a place with lots of food inside	Pop-Up Event (SF Market)	10/13/2022	Land Use
I only go to places that are near the bus stops because that's what I'm familiar with	Pop-Up Event (SF Market)	10/13/2022	Mobility and Transportation
Neighborhood shuttle would be convenient to shoppers	Pop-Up Event (SF Market)	10/13/2022	Mobility and Transportation
Street repairs and better traffic safety and movement	Pop-Up Event (SF Market)	10/13/2022	Mobility and Transportation
I think a word is missing here.	Konveio (Working Draft Version)	10/13/2022	Other
I wish the attention given to the race and ethnicity of the corridor throughout this plan was consistent. I am also curious why you do not mention the peoples that you provided translated materials for as part of your outreach (e.g., Chinese) in your summaries. It reads inauthentic and counter to the professed values of this plan.	Konveio (Working Draft Version)	10/13/2022	Other
Should this be bold?	Konveio (Working Draft Version)	10/13/2022	Other
Smaller communities? Smaller in comparison to what? The dominant white culture? Please take out smaller.	Konveio (Working Draft Version)	10/13/2022	Other
Typo	Konveio (Working Draft Version)	10/13/2022	Other
More than just guides, we need standards (i.e., number of meetings, language translation service, hiring of culturally sensitive facilitator).	Konveio (Working Draft Version)	10/14/2022	Community Engagement and Capacity Building
The appendix should include a survey summary, a summary of the data collected via the outreach meetings, and a summary of the data provided via the RPT.	Konveio (Working Draft Version)	10/14/2022	Community Engagement and Capacity Building
AB 617 Community Air Protection Program: The Plan area south of Elder Creek Road / 47th Avenue is located in Sacramento's AB 617 Community Air Protection Program community. Pursuant to AB 617, the California Air Resources Board has identified this community as disproportionally impacted by air pollution and has selected it for the development and implementation of an air monitoring plan.	Letter (SMAQMD)	10/14/2022	Environment, Public Health, and Safety

Comments	Source	Date	Topic
Plant new trees to shade new and existing pavements to the full extent feasible, with air-quality supportive trees such as those identified in the Sacramento Tree Foundation's Shady Eighty guide. The air quality benefits of shade trees include removing particulate matter from the atmosphere and reducing the urban heat island effect, which in turn lowers summertime temperatures, cools buildings, and reduces ozone formation. Greater neighborhood tree canopy has been correlated to improvement of overall human health. Additionally, studies have correlated neighborhood tree shade to increased use of active transportation.	Letter (SMAQMD)	10/14/2022	Environment, Public Health, and Safety
To support public health in the AB 617 community, Sac Metro Air District recommends incorporating the following Cool Communities strategies into the final Stockton Boulevard Plan: 1. Cool roofs for all new construction that meet 2022 BEES criteria for solar reflectance and thermal emittance 2. Cool pavement for all new paved area of greater than one acre with the highest albedo possible, but no less than 0.25 3. Quantified tree canopy coverage targets for the Plan area, particularly for public sidewalks and outdoor public spaces, in addition to the City's commendable parking lot tree shade requirements	Letter (SMAQMD)	10/14/2022	Environment, Public Health, and Safety
Utilize "cool pavement" for new outdoor pavement, with the highest albedo possible, but no less than 0.25. For guidance on cool pavement strategies, please visit Sac Metro Air District's Recommended Cool Pavement Strategies.	Letter (SMAQMD)	10/14/2022	Environment, Public Health, and Safety
Utilize certified cool roofs for new construction. The 2022 California Building Energy Efficiency Standards (BEES) suggests an aged solar reflectance of at least 0.63 with a minimum thermal emittance of 0.75 for low-sloped roofs, and at least 0.25 with a minimum thermal emittance of 0.80 for steep-sloped roofs, for commercial development in the Sacramento area climate zone. The Cool Roof Rating Council provides a product directory of roofs.	Letter (SMAQMD)	10/14/2022	Environment, Public Health, and Safety
Landscaping is a critical element to improving this corridor. The lack of shade is a big detriment to a walkable corridor. Some business leaders have long objected to street trees that they believe will block the view of their businesses from the street _ WALKSacramento now Civic Thread can provide details of a plan they developed for street trees the resistance they faced from the business community.	Konveio (Working Draft Version)	10/14/2022	Environment, Public Health, and Safety
Create a small business access to capital program with an equity lens that mandates a certain percentage of the folks receiving this assistance are of a certain race and economic background.	Konveio (Working Draft Version)	10/14/2022	Inclusive Economic Development
All if this needs an equity lens- similar to the CORE program - to provide support and ensure the development of culturally diverse corridor in the face of gentrification pressures. What about a small business or capital access equity scorecard?	Konveio (Working Draft Version)	10/14/2022	Inclusive Economic Development
This section should make explicit who is most impacted and who faces greatest barriers to ensure that the economic strategies are focused on those folks.	Konveio (Working Draft Version)	10/14/2022	Inclusive Economic Development
Are facade grants a thing anymore?	Konveio (Working Draft Version)	10/14/2022	Land Use
Move to Tier 1. There was a vacant lot in midtown recently converted into an food truck type eating space. This type of demonstration project could get the ball rolling on this idea.	Konveio (Working Draft Version)	10/14/2022	Land Use
This section should include a strategy to allocate a portion of the EIFD 2 to fund transportation improvements on the corridor or another mechanism to raise funds for the improvements outlined.	Konveio (Working Draft Version)	10/14/2022	Mobility and Transportation
What about the city transportation priority plan and the Stockton Corridor study?	Konveio (Working Draft Version)	10/14/2022	Mobility and Transportation
Where stops are located also needs a study. SacTRU has advocated for years that changes are needed to stops on Stockton because of obstacles that prevent certain stops from being used by folks with disabilities.	Konveio (Working Draft Version)	10/14/2022	Mobility and Transportation
How about implementing first?	Konveio (Working Draft Version)	10/14/2022	Other
This should be moved up to tier 1.	Konveio (Working Draft Version)	10/14/2022	Other
We support housing that refelects the age and character of our neighborhood. It's all about development.	Community Hotline (Voicemail)	10/16/2022	Housing
Why didn't the City help homeowners build grandmother units in our neighborhood? They would match the culture and archtecture of the neighborhood.	Community Hotline (Voicemail)	10/16/2022	Housing
What about the homes that are going to be impacted by new apartment complexes? It's going to ruin their property value and ability to sell their homes and enjoy their property.	Community Hotline (Voicemail)	10/16/2022	Housing
Concern about parking for new large apartment complexes. If they have cars where will they park? We don't want them on our streets.	Community Hotline (Voicemail)	10/16/2022	Mobility and Transportation

Comments	Source	Date	Topic
The new apartment complexes weren't good planning and don't fit our neighborhood. I can't find information and drawings of the plan. I don't want them in my neighborhood. I hear they won't match our neighborhood. If you provide affordable units that people can atctually buy and have green space, that's a different story.	Community Hotline (Voicemail)	10/16/2022	Other
3.1: We would be interested in an easy-to-read summary of *who* attended the various meetings and events. Will this be generated?	Letter	10/18/2022	Community Engagement and Capacity Building
9.1: There are several neighborhood associations in the Study Area which are very active. Please consider them a resource as this effort moves forward. While not all residents are active in their associations, they are an excellent entry point to working with a specific neighborhood.	Letter	10/18/2022	Community Engagement and Capacity Building
Please don't be turned off by our nitpicks – there are some very important strategies and ideas in here which we don't feel the need to provide specific feedback on. We appreciate the extensive work that has already been done by the Engagement Team as well as its resident advisory committee, which includes OPNA Board members. We encourage continued collaboration with deeper reach into the Oak Park community, and ask that you consider us not only a resource, but a partner in carrying out this work. We look forward to a more livable Stockton Boulevard for residents new and old.	Letter	10/18/2022	Community Engagement and Capacity Building
1.4: Environmental Justice should be highlighted as a value here. We recommend elevating this either by way of incorporation into existing values, or if a value would be added.	Letter	10/18/2022	Environment, Public Health, and Safety
2.7: With regard to air quality and pollution exposure – California has the worst air quality in the country. While the study area may not be one of the most polluted in the State of California, it is still unacceptably high because the threshold is far higher than elsewhere in the country. Valley Vision has deployed 10 air quality monitors in the study area and is working to bring additional equipment and resources to the area to address these Environmental Justice inequities.	Letter	10/18/2022	Environment, Public Health, and Safety
3.5: Reducing pollution (air, water, illegal dumping) is a priority of OPNA not reflected in these summaries.	Letter	10/18/2022	Environment, Public Health, and Safety
8.2: CARB has actually granted funds to community organizations to deploy an air monitoring network in the study area, outside of the formal AB 617 effort led by the Sac Metro Air District. This independent project is called 'Sacramento Neighborhoods Activating on Air Quality' (SNAAQ) and has been active since 2020.	Letter	10/18/2022	Environment, Public Health, and Safety
2.4: The 'Neighborhood Study Area Residential Gentrification Assessment' is of great interest to OPNA. We would appreciate a briefing on the findings of this component of the work and how it fits into the overall plan.	Letter	10/18/2022	Housing
12.4: OPNA has been administering our Oak Park Cares program for over a year now. To date, we have raised over $15,000 which we have distributed directly to Oak Park residents in need who are having trouble paying their rent, bills, or covering other unexpected expenses. Our low-barrier program is a model which we would like to expand, and we find it applicable to several implementation actions mentioned in the report, including "Homelessness Prevention Programs" and "Personal Financial Literacy" in Tier #1.	Letter	10/18/2022	Implementation
5.2: OPNA would like to be formally involved in the identification of projects and development of the Aggie Square community fund component of the CBPA.	Letter	10/18/2022	Land Use
2.4: If timelines align, consider adding appropriate information gleaned from the City of Sacramento's African-American Experience project, which is described as "a historic context, oral history, and survey of Sacramento's African-American history from the city's early history to the recent past."	Letter	10/18/2022	Other
1.1. In Oak Park, we have a history of non-residents purporting to represent our community. This harkens back to racist land use and policy decisions of yesteryear which continue to influence our neighborhood to this day. We urge you to be more specific in defining what is meant by the word 'community' – do you mean residents? Advocates? Community-based organizations located in and/or serving our neighborhood? These are all different categories of 'community' members, each with different reasons for their involvement in neighborhood affairs, so we urge more specificity. Generally, we want to see more empowerment of plan area residents throughout this process, whose input and involvement we see as of higher value than both CBOs and outside advocates (both of whom are of course important, but serve a different role).	Letter	10/18/2022	Other
Youth engagement and capacity building	Small Business Engagement (Office Hours)	10/19/2022	Community Engagement and Capacity Building
Youth internships for small businesses	Small Business Engagement (Office Hours)	10/19/2022	Community Engagement and Capacity Building
Consider a Stockton Blvd bus tour	Small Business Engagement (Office Hours)	10/19/2022	Culture, Arts, and Community Character
Little Saigon event center at 47th and Stockton Blvd	Small Business Engagement (Office Hours)	10/19/2022	Culture, Arts, and Community Character

Comments	Source	Date	Topic
Map of community event spaces	Small Business Engagement (Office Hours)	10/19/2022	Culture, Arts, and Community Character
Need a gateway sign to the area	Small Business Engagement (Office Hours)	10/19/2022	Culture, Arts, and Community Character
Stop prostitution	Small Business Engagement (Office Hours)	10/19/2022	Environment, Public Health, and Safety
Better lighting	Small Business Engagement (Office Hours)	10/19/2022	Environment, Public Health, and Safety
Crime at AMPM market	Small Business Engagement (Office Hours)	10/19/2022	Environment, Public Health, and Safety
Neighborhood watch staffing for Little Saigon businesses	Small Business Engagement (Office Hours)	10/19/2022	Environment, Public Health, and Safety
Traffic safety entering Fruitridge Plaza	Small Business Engagement (Office Hours)	10/19/2022	Environment, Public Health, and Safety
ADU	Small Business Engagement (Office Hours)	10/19/2022	Housing
Home repair programs	Small Business Engagement (Office Hours)	10/19/2022	Housing
Business and tenant support for monthly meetings	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Business coupon book (no expiration); promote food businesses to UC Davis employees	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Construction workforce training	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Incubator for insurance businesses, or any businesses to support their operations; back-office support	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Liason to support business processes with the City	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Loan and microgrant application support, especially micro grants for working capital to Little Saigon businesses	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
More awareness for programs and projects to Little Saigon businesses, especially Vietnamese speaking liaison to City	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Need retail recruitment suppoer for property owner, not leasing agent	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Trade schools support for cosmetology and other trades	Small Business Engagement (Office Hours)	10/19/2022	Inclusive Economic Development
Activate vacant buildings; possible link to façade improvements or arts/murals as storefront connection	Small Business Engagement (Office Hours)	10/19/2022	Environment, Public Health, and Safety
Beautification grants to remediate vandalism and theft in Little Saigon businesses	Small Business Engagement (Office Hours)	10/19/2022	Environment, Public Health, and Safety
Façade improvement fund	Small Business Engagement (Office Hours)	10/19/2022	Land Use
Planter boxes on streets	Small Business Engagement (Office Hours)	10/19/2022	Land Use
Better signals for turning in high traffic	Small Business Engagement (Office Hours)	10/19/2022	Mobility and Transportation
Lighted crosswalks	Small Business Engagement (Office Hours)	10/19/2022	Mobility and Transportation
Safer and more sidewalks	Small Business Engagement (Office Hours)	10/19/2022	Mobility and Transportation
Traffic calming	Small Business Engagement (Office Hours)	10/19/2022	Mobility and Transportation
Wider streets	Small Business Engagement (Office Hours)	10/19/2022	Mobility and Transportation
Highlights from Multilingual Partners Meetings: Feel proud and happy to know the City of Sacramento is investing in community; appreciates the multicultural/multiethnic approach to engagement leads to being stronger together, power in coalition building and collective efforts; supporting community champions to serve as liaisons with their fellow community members; values relationships he's been able to build with the rest of the group	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
Highlights from Multilingual Partners Meetings: appreciated being able to see process from planning to execution and being involved in shaping the process and identify what other groups need to be part of addressing issues	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
Highlights from Multilingual Partners Meetings: Appreciated how the City was intentional about creating a community-led process through engagement, RPT, Aces, etc. and how this demonstrated that the City cares about people; proud of the work that has been accomplished; appreciated being part of supermarket pop-ups to do outreach beyond just the SBP, was able to connect with a variety of different people; hopes the City continues this community-led process; felt that the group was very strong because of the diversity of the group	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
Highlights from Multilingual Partners Meetings: Hearing different perspectives from such a diverse group, learn more about similar and different challenges that other groups are facing, learning more about what the City is doing to address issues; appreciated that translations for other languages were provided; Mexican Consulate has strong interest in supporting the Stockton Blvd Plan, particularly around engaging businesses associated with the Hispanic Chamber; build relationships and connections across different communities and groups	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
Highlights from Multilingual Partners Meetings: highlight was relationship building with the other community ambassadors; feels really good knowing there are other passionate people working in the community; appreciated space and encouragement around being creative and pitching ideas and the follow up on ideas people shared	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
Interested in the idea of creating subcommittees based on topic areas (safety, beautification, transportation, businesses). Would like to have bimonthly or quarterly meetings with community to report on implementation progress to build trust and transparency; partner with other groups who specialize in supporting sex workers	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
Want to continue to have a space to problem solve as a group and appreciate transparency from city about where feedback can go if it's not covered under SBP's scope	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
What is the role of the city to uplift the community's stories? What is the role the city can play in terms of small businesses?	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building

Comments	Source	Date	Topic
Willing and interested to continue supporting small business engagement. Second other partner's idea around forming topic-based subcommittees and hold listening sessions with community members to ask for their ideas and solutions on key topic areas	Multilingual Partners Meeting	10/20/2022	Community Engagement and Capacity Building
I have reviewed the final draft plan as proposed by the City of Sacramento for the Stockton Blvd corridor. North of Broadway, it appears to be a welcomed improvement. I question why the same plan cannot be implemented south of Broadway. Your proposal for only two lanes of traffic in either direction between Broadway and 21st Avenue is going to create a bottleneck that will only exacerbate the current heavy congestion problem in this area, particularly during commute hours . Many residents in Colonial Heights area use this route for work, exiting San Francisco Blvd onto Stockton Blvd. Trying to turn right onto Stockton is difficult. Making a left turn is even more difficult. I can only imagine how much more difficult this will be with your new plan to have ONLY ONE LANE OF TRAFFIC available to commuters on Stockton Blvd in each direction, making it even more FRUSTRATING THAN IT IS NOW. To reiterate, I am wondering why the same plan as is proposed on the north side of Broadway cannot be implemented here as well. Your proposed plan will create a slower flow of traffic causing an added frustration to commuters south of Broadway. PLEASE RECONSIDER THIS PROPOSED PLAN to have ONLY TWO LANES for traffic, and to consider implementing the plan as indicated for the area north of Broadway.	Email	10/26/2022	Mobility and Transportation
A major challenge for people seeking housing and anti-displacement support is a lack of a centralized group/website/resource center etc. where people can find all of the different services and resources in one place.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Community Engagement and Capacity Building
Many people originally came to Stockton Blvd because of the lower cost of living relative to the rest of Sacramento; however, the area has been getting more expensive (see “Housing and Anti-Displacement” themes below)	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
Many people have deep roots in Stockton Blvd and have been living in the area for decades, raised their children in the area, etc.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
Residents living in the are have immigrated from all over the world, including Latin America, Caribbean, Middle East, and Asia	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
Large first or second generation population of residents. Families that moved here felt that they could build generational opportunities.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
The recurring theme in discussion was a preference for the area based on the cultural significance of the surrounding neighborhoods and businesses.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
Little Saigon is a paragon for residents of the type of cultural identification, preservation and celebration that would like to continue to see supported.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
Little Saigon came up (for obvious reasons) amongst most of the participants. Participants really liked the special designation of Little Saigon and wanted to see more visual representation to highlight the area, such as banners along the corridor, events like a night market and an arch over the blvd to welcome people to the area.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
Participants have been waiting to see the Little Saigon Plaza turned into something advantageous for the community. The fact that it has remained vacant for so long is a sore point for residents.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Culture, Arts, and Community Character
Safety concerns came up as the number one issue for residents. It’s top of mind and expansive in the types of safety concerns they had.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Environment, Public Health, and Safety
Homelessness was also a large issue but folks were quick to suggest services instead of just sweeps. There was some cross-over in responses between safety and homelessness.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Environment, Public Health, and Safety
Prostitution was an issue that folks were concerned about that they wanted to see addressed with more services and enforcement. A lot of people didn’t understand why it was permitted or who was responsible for addressing it.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Environment, Public Health, and Safety
Neighborhood beautification and updates, urban greening, and vacant lot development came up for residents.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Environment, Public Health, and Safety
Cost of living has been rising dramatically in recent years, making it difficult for people to meet their basic needs	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Housing
Living in the Stockton Blvd area has become more and more expensive, especially for those who moved to the area originally to experience a lower cost of living	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Housing
The two most frequent themes that came up at La Superior were rental assistance and solutions for supporting unhoused members of the community.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Housing

Comments	Source	Date	Topic
Stockton Blvd has changed a lot over the years – there used to be a lot less businesses and a lot more vacant lots but more development has been coming to the area, which has brought more people to the area	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Inclusive Economic Development
The shopping centers on the southern end of the corridor are a hub for community activity. The concentration of restaurants is a huge draw and they still want to see more, including various AAPI restaurants like Cambodian and Laotian. The grocery stores in particular are also a tremendous value because of the variety in the AAPI specialties.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Inclusive Economic Development
Participants want to see more support for local businesses, both in terms of sustainability and in expanding the demographics of patrons to become more of a destination.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Inclusive Economic Development
The La Superior store director shared that they have been sustaining their business independently – they have felt disconnected from the City and Stockton Blvd Partnership	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Inclusive Economic Development
Cultural preservation, job growth, adult education/training, childcare, and more health centers rounded out the rest of the community's suggestions on areas to address displacement of small business/residents in the community.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Inclusive Economic Development
Mobility was another topic that came up with various areas of concern, such as shuttle service for the elderly, traffic improvements, more lighting, and more efforts to improve the ability of residents to walk around in their community. Some residents also said that they tended to shop or explore only areas near transit stops.	Engagement Team Fall 2022 Outreach Summary	12/15/2022	Mobility and Transportation
Inviting storefronts (visuals)	Unknown	Unknown	Inclusive Economic Development
Neighborhood Watch Program via Radio Operator Volunteers	Email	Unknown	Environment, Public Health, and Safety

Appendix B:

Economic Context Report

Final Report

Stockton Boulevard Specific Plan Economic Context

The Economics of Land Use

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1. Introduction and Summary of Findings

The City of Sacramento (City) initiated the process of preparing a specific plan and action plan for the Stockton Boulevard corridor and surrounding neighborhoods that will lead to an invested and vibrant Stockton Boulevard with equitable outcomes for existing residents and businesses. Through a comprehensive planning effort based on robust stakeholder involvement, appropriate technical analyses, and targeted economic development strategies, the Stockton Boulevard Plan (Plan) will provide residents and businesses with the opportunity to directly influence development and prioritize funding and resources to increase quality of life and improve social, financial, and health outcomes. The Stockton Boulevard corridor was specifically chosen based on myriad factors, including: numerous, currently vacant parcels along the corridor which present new development opportunities; the development of Aggie Square, a significant mixed-use project on the northern end of the corridor; its role as a major transportation corridor; and its location adjacent to several historically disinvested neighborhoods.

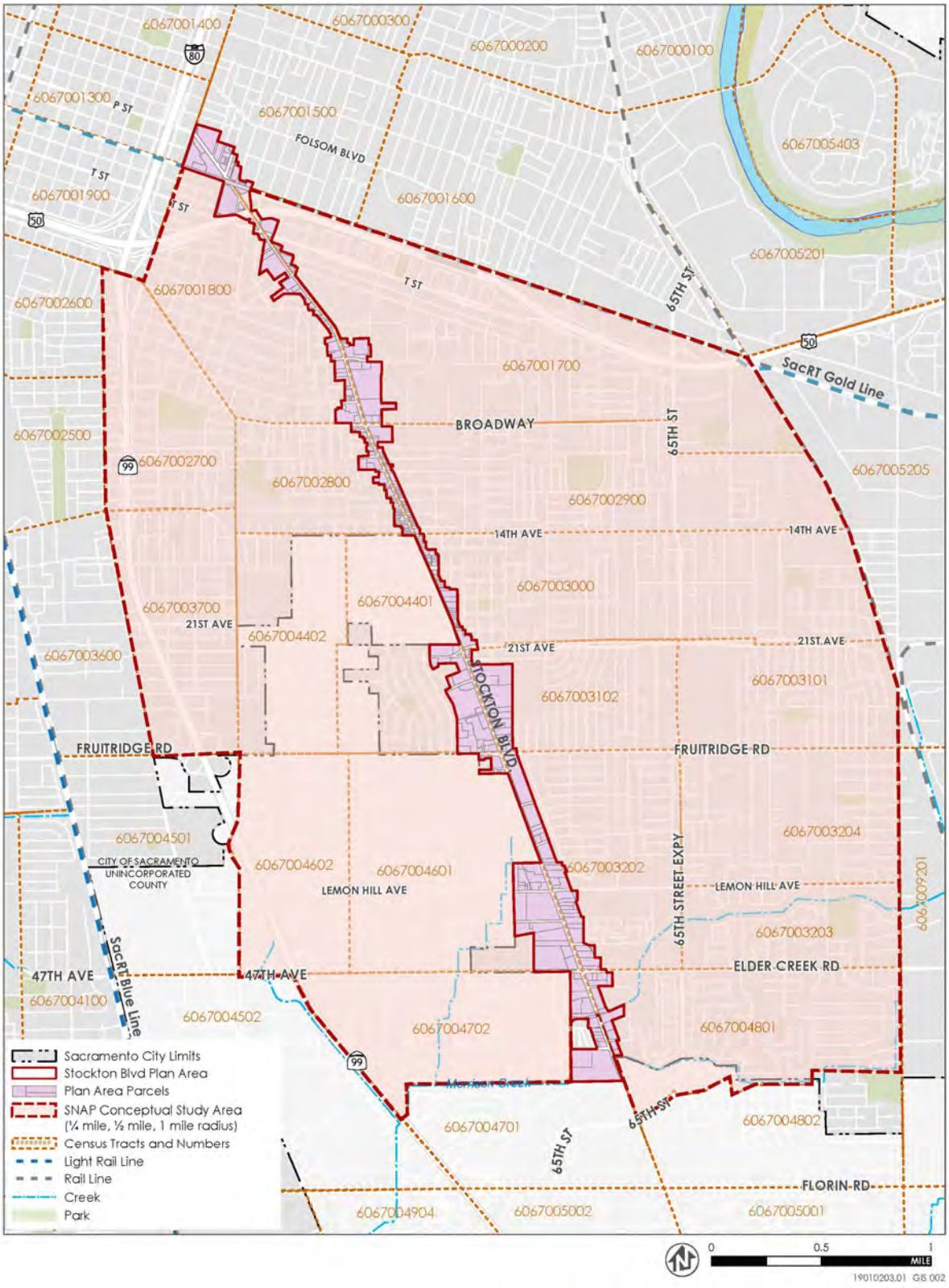
This report presents existing economic conditions and summarizes estimated real estate market demand for residential and nonresidential land uses in the broader Stockton Blvd Strategic Neighborhood Action Plan (SNAP) Study Area (see **Map 1-1** for the boundaries of the SNAP Plan Area and Study Area). Key findings from this report, as well as findings from a forthcoming assessment of residential and nonresidential gentrification risk in the Study Area, stakeholder input, and other technical analyses will be used to inform action-based strategies included as part of the Plan.

Stockton Boulevard Plan Area and Study Area

More than 100 years ago, Stockton Boulevard was constructed as the primary connector between the cities of Sacramento and Stockton, offering access for both automobiles and interurban train service, as well as local streetcar services to inner-ring neighborhoods (Colonial Heights and Colonial Acres).[1] Train services ceased operations in the 1930s and streetcar services were stopped in the 1940s, likely based on declines in ridership. By the early 1960s, the construction of California State Highway 99 (Hwy 99) replaced Stockton Boulevard's function as the primary regional transportation artery.[2]

[1] Steinberg, Barbara, 2018. Falling in Love with Stockton Boulevard. *Are You That Woman*. [online] Available at: https://www.areyouthatwoman.com/2018/03/falling-in-love-with-stockton-boulevard.html [Accessed January 2021].
[2] Ibid.

Map 1-1. Stockton Boulevard Plan Area and Defined Study Area



Today, Stockton Boulevard continues to serve as an important five-lane corridor, connecting downtown to south Sacramento and multiple diverse neighborhoods to the east and west of the corridor and accommodating one of Sacramento Regional Transit's (RT) busiest bus routes.

Plan Area and Study Area Land Uses

The Stockton Boulevard Plan area comprises approximately 420 acres (424 parcels) with about 280 acres of commercially zoned property along a 4.8-mile segment of Stockton Boulevard within the City, spanning from Alhambra Boulevard to the north to the City's southern boundary to the south. The Plan Area is estimated to include 60 vacant parcels totaling almost 49 acres, or 14 percent of the total acreage. See **Table 1-1** for a summary of land uses in both the Plan Area and Study Area, which is described in more detail in the next section.

Table 1-1 Stockton Boulevard Plan Area and Study Area by Current Land Use Designation

	Plan Area [1] [2]			Study Area [1]		
Item	Parcels	Acres	% of Total Acreage	Parcels	Acres	% of Total Acreage
Land Use						
Residential	138	55.8	13.2%	24,854	4,240.2	73.4%
Commercial						
Retail/Commercial	184	183.2	43.5%	573	335.2	5.8%
Office	43	68.7	16.3%	113	195.2	3.4%
Medical	12	31.1	7.4%	46	127.6	2.2%
Subtotal Commercial	**239**	**283.0**	**67.2%**	**732**	**658.0**	**11.4%**
Agriculture	0	0.0	0.0%	2	0.4	0.0%
Industrial	18	27.9	6.6%	110	192.8	3.3%
Public	10	40.7	9.7%	102	360.0	6.2%
Recreational	4	3.2	0.8%	9	7.5	0.1%
Other	15	10.8	2.6%	425	318.0	5.5%
Total	**424**	**421.4**	**100.0%**	**26,234**	**5,776.9**	**100.0%**

Source: Ascent Stockton Boulevard Plan Area; County of Sacramento; EPS.

[1] Parcel and acreage information excludes Right-of-Way (ROW).
[2] Land Use acreage in Plan Area includes an estimated 60 acres of vacant land with a range of residential and nonresidential zoning designations.

To evaluate the economic context of Stockton Boulevard and adjacent neighborhoods, the City and consultant team defined a Specific Plan Study Area (Study Area), which encompasses approximately 7,400 total acres comprising about 5,400 acres of land in the City and about 2,000 acres of land in Sacramento County (County), near the southern boundary of the Study Area.[3] There are over 26,000 parcels in the Study Area consisting of about 5,800 acres (not including rights-of-way). The Study Area is bounded by U.S. Highway 50 (Hwy 50) and the Sacramento RT Light Rail Gold Line to the north, Power Inn Road to the east, Morrison Creek to the south, and Highway 99 to the west. As of 2018, the Study Area contained over 86,000 residents (accounting for almost 17 percent of City residents), with almost 31,900 housing units (about 16 percent of the City's housing supply), and 31,300 jobs (representing about 10 percent of total jobs in the City).

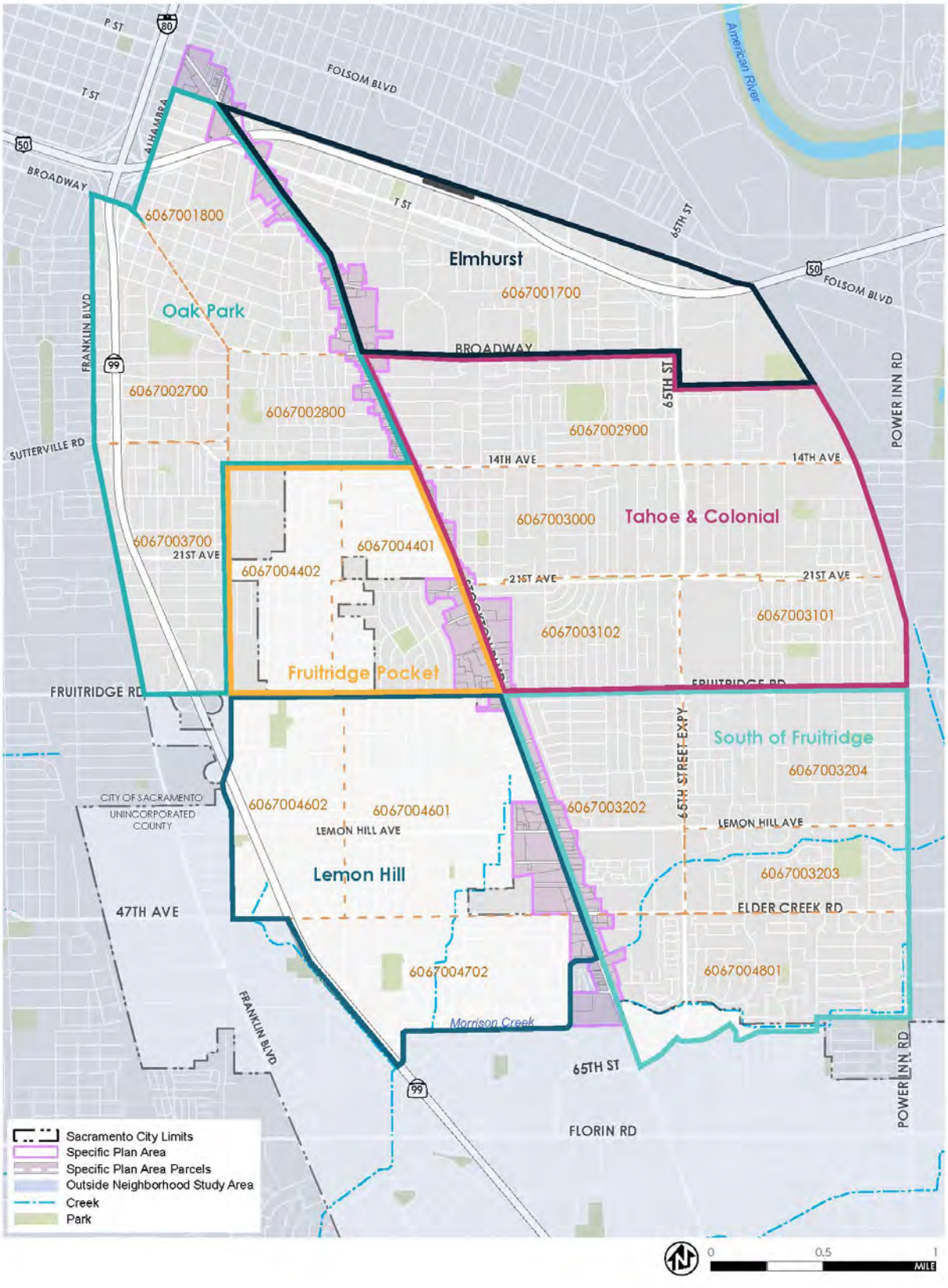
See **Map 1-1** for the boundaries of both the Plan area and the defined Study Area.

The Study Area has been delineated into the following six Subareas to distinguish socioeconomic trends occurring within the Study Area: Elmhurst; Oak Park; Fruitridge Pocket; Tahoe & Colonial; Lemon Hill; and South of Fruitridge. See **Map 1-2** for Subarea boundaries. All Subareas are within the City boundaries, except for Fruitridge Pocket and Lemon Hill, which both include portions of unincorporated Sacramento County. It is important to note these Subareas follow U.S. Census Tract boundaries rather than neighborhood boundaries and include multiple neighborhoods, as described below.[4]

- The **Elmhurst Subarea** is bounded by Hwy 50 and the Light Rail Gold Line to the north, railroad tracks to the east, Broadway to the south, and Stockton Boulevard to the west. This Subarea is one of the smallest subareas with approximately 870 acres and contains neighborhoods in the northeastern portion of the Study Area and to the east of Stockton Boulevard, including Elmhurst, the east side of Med Center, Fairgrounds, the north portion of Tahoe Park, and a small portion of East Sacramento between the light rail tracks and Hwy 50. This Subarea contains the UC Davis Medical Center, the Shriners Hospital for Children, the Sacramento Municipal Utility District (SMUD) headquarters, and the recently approved Aggie Square mixed-use innovation and research project, led by a public-private partnership consisting of UC Davis, Wexford Science & Technology, and GMH Capital Partners, and described in more detail later in this report.
- The **Oak Park Subarea,** considered one of the first suburbs of the City of Sacramento, is bounded by Hwy 50 to the north, Stockton Boulevard to the east, Fruitridge road to the south, and Highway 99 to the west. This Subarea includes the neighborhoods in the northwestern portion of the Study Area, including the west side of Med Center, North Oak Park, Central Oak Park, South Oak Park, and the easternmost portions of Curtis Park and North City Farms. This Subarea contains new

[3] Note that the Study Area does not align with the northern and southern boundaries of the Plan Area because the Study Area uses Census Tract boundaries whereas the Plan Area uses parcel boundaries. See **Map 1-2**.
[4] See **Appendix C**, **Table C-1** for a list of Study Subarea by Census Tract.

Map 1-2. Stockton Boulevard Study Area and Study Subareas



development and redevelopment along Broadway, Pacific McGeorge School of Law, and a proposed 151-room hotel project located across from the UC Davis Medical Center.[5]

- The **Fruitridge Pocket Subarea** is the smallest Subarea with approximately 645 acres bounded by 12th Avenue to the north, Stockton Boulevard to the east, Fruitridge Road to the South and the City boundary to the west. This Subarea includes portions of unincorporated Sacramento County and the Lawrence Park neighborhood.
- The **Tahoe & Colonial Subarea** is the largest Subarea with approximately 1,795 acres bounded by Broadway and 14th Avenue to the north, Power Inn Road to the east, Fruitridge Road to the south, and Stockton Boulevard to the west. This Subarea comprises the neighborhoods of Tahoe Park, West Tahoe Park, Tahoe Park East, the west portion of Ramona Village, Colonial Heights, Tahoe Park South, Colonial Manor, Tallac Village, Colonial Village, and the northern portion of Fruitridge Manor.
- The **Lemon Hill Subarea** is mainly comprised of unincorporated Sacramento County with a small pocket in the City of Sacramento, that includes the Sacramento City Unified School District (SCUSD) Offices and the west side of the Little Saigon designation. This Subarea is bounded by Fruitridge Road to the North, Stockton Boulevard to the east, Morrison Creek to the south, and Highway 99 to the west with a small area to the west of Highway 99. The neighborhoods in this Subarea include Southwest, Daystar, Pacific Terrace, Cloverdale Village, Danielle Place, Rural California, El Paraiso Estates, and Fruitridge Vista.
- The **South of Fruitridge Subarea** is the second largest Subarea with 1,510 acres bounded by Fruitridge Road to the north, Power Inn Road to the east, Morrison Creek to the south with a small area south of the Creek, and Stockton Boulevard to the west. This Subarea contains the east side of the Little Saigon designation. Neighborhoods in this Subarea include Fruitridge Manor, Avondale, Southeast Village, and Glen Elder.

Summary of Findings

Socioeconomic Conditions

- **The percentage of residents within "Communities of Color" is shifting from the northern Subareas to southern and eastern Subareas in the Study Area.** Between 2010 and 2018, the percentage of the Study Area's population that identifies as a race or ethnicity considered a "community of color" remained constant, around

[5] Van de Meer, Ben, 2020. Hotel project near UC Davis Medical Center revised. Sacramento Business Journal [online] Available at https://www.bizjournals.com/sacramento/news/2020/10/13/hotel-project-near-uc-davis-medical-center-revised.html [Accessed January 2021].)

70 percent of the Study Area's total population, and slightly higher than the Citywide average which increased from 64 percent in 2010 to 68 percent in 2018.[6] Notably, between 2010 and 2018, the percentage of the population that identifies as a "community of color" shifted from the northern Subareas, with percentage declines in Elmhurst and Oak Park to Subareas to the east and south, including Tahoe & Colonial, Lemon Hill, and South of Fruitridge Subareas, which experienced percentage increases. The population that identifies as Black or African American has remained steady in the Study Area overall. However, the historically Black and African American community of Oak Park experienced significant declines for this population countered with large increases in the Black and African American population in the Fruitridge Pocket Subarea. See **Map 2-1** for the percentage change in communities of color between 2010 and 2018.

- **Socioeconomic trends suggest the Study Area's population is becoming wealthier and more educated, although these trends are not universal across all Subareas**. As of 2018, median household income in the Study Area remains well below the citywide average. However, the overall median household income in the Study Area was $44,700, an increase of 24 percent since 2010 compared to the City's 16 percent increase during the same period. Notably, the Elmhurst and Tahoe & Colonial Subareas and the northern portion of Oak Park have a greater concentration of higher-earning households, with median household incomes around $60,000, exceeding the citywide average ($58,500). In contrast, households in the central and southern portions of the Oak Park Subarea and the Subareas of Fruitridge Pocket, Lemon Hill, and South of Fruitridge have a much lower median income (about $37,000). Similarly, although the average level of educational attainment in the Study Area is lower than the City's, there was a substantial shift between 2010 and 2018, with greater proportions of the Study Area's residents possessing secondary and post-graduate education degrees. See **Map 2-2** for 2018 median household income and **Figure 2-7** for changes in educational attainment.
- **Poverty rates in the Study Area have significantly declined since 2010 although they remain higher than the Citywide average.** As of 2018, about 27 percent of residents in the Study Area had incomes that fell below the national poverty level, down 16 percent from a poverty rate of 32.4 percent in 2010. In contrast, the Citywide poverty rate of 18.3 percent declined about 10 percent between 2010 and 2018. Nearly all Subareas in the Study Area experienced declines in the percentage of residents living under the poverty level, with the greatest declines occurring in the Oak Park Subarea (a 35.5 percent decrease) and Fruitridge Pocket Subarea (a nearly 22 percent decrease). The percentage of individuals living in poverty increased nominally in the Tahoe & Colonial Subarea (an increase of 3 percent), and slightly more in the Lemon Hill Subarea (an increase of about

[6] For the purpose of this analysis, "communities of color" include populations that identify as Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islanders, Hispanic or Latino, Some other Race, and Two or More Races in the U.S. Census Bureau American Community Survey (ACS).

7 percent). See **Figure 2-10** for poverty rates and percentage change in poverty rate between 2010 and 2018.

- **The Study Area is a strong employment node within the City with employment and growth concentrated in three primary industries: Health Care; Educational Services; and Utilities.** As of 2018, the Study Area contained about 31,300 jobs representing about 10 percent of jobs in the City. 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 Study Area. Between 2010 and 2018, the Study Area added close to 2,600 jobs, primarily in Health Care, Educational Services, and Utilities. One of the largest proposed projects in the Study Area, the Aggie Square mixed-use innovation and research project in the Elmhurst Subarea, is projected to add nearly 3,600 (direct or onsite) jobs to the Study Area at buildout.[7] See **Figure 2-11** and **Appendix A** for details regarding Study Area employment by industry.
- **Despite the significant number of jobs in the Study Area, most Study Area residents commute to jobs outside of the Study Area.** Ninety-six percent of the 36,500 employed residents commute outside of the Study Area for work. Conversely, over 95 percent of the nearly 31,300 employees who work in the Study Area commute in from elsewhere. Although the top industry of employed residents is the Health Care industry, and the northern Subareas of Oak Park and Tahoe & Colonial experienced recent labor force gains in this industry, most labor force growth between 2010 and 2018 occurred in the following industries, which are not the most prominent in the Study Area: Construction; Retail Trade; Accommodation and Food Services; and Professional, Scientific & Technical Services. Given the high proportion of local residents who commute out of the area for employment, future economic development efforts should be focused on creating local opportunities for Study Area residents, accounting for the industries, occupations, educational and skills training of existing residents. See **Appendix A** for details regarding Study Area resident employees by industry.

Housing Market Findings

- **Residential sales prices are increasing in the Study Area at a higher rate than median household incomes, whereas median incomes are keeping pace with rental rates.** As of 2018, the Study Area's median home sales price was approximately $260,000, about 75 percent of City's median home sales price. With the exception of the Elmhurst Subarea, which had a median home sales price about

[7] EPS, 2020. Aggie Square Phase 1 and 2 Regional Economic Impact and City Fiscal Analysis. [online] Available at https://sacramento.granicus.com/MetaViewer.php?view_id=21&event_id=3821&meta_id=602712 [Accessed January 2021].

125 percent higher than the Citywide average, all Subareas had a substantially lower median home sales price ranging from $234,500 in Fruitridge Pocket to $307,000 in the Tahoe & Colonial Subarea. Between 2010 and 2018, median sales prices in the Study Area and the City have risen substantially over the past 8 years, with a much larger increase in the Study Area (nearly 120 percent increase) relative to the City (85 percent increase). Median home sale prices in the Study Area surpassed the growth of median household incomes in every Subarea, with greater disparities of growth in the Tahoe & Colonial, Oak Park, and Fruitridge Pocket Subareas. The Tahoe & Colonial and Oak Park Subareas experienced the greatest amount of growth, with median sales prices rising by 242 percent and 219 percent, respectively. The Elmhurst Subarea experienced the lowest growth increase, although still substantial at a nearly 95 percent increase, which exceeded Citywide median sales growth.

- **Residential rental rates have not risen as dramatically as home sales prices in the Study Area and remain lower than average rental rates Citywide.** With the exception of the Lemon Hill Subarea, median household incomes in the Study Area are keeping pace with median residential rental rates. Rental rates in the Study Area increased 21 percent, while median household incomes grew by almost 24 percent. In comparison, residential rental rates Citywide increased by nearly 40 percent and median household income increased by only 16 percent. The Elmhurst, Oak Park, and South of Fruitridge Subareas experienced the largest income growth with median incomes surpassing rent growth by 13 to 17 percent, Tahoe & Colonial was smaller with a difference of 9 percent, where Fruitridge Pocket's increase in rent and income equaled out, and Lemon Hill's rent increase outpaced income growth.

Estimated Residential Growth and Demand

- **The Study Area population is projected to grow by nearly 15 percent by 2040.** As of 2020, the Study Area contained nearly 87,000 residents and almost 30,000 households. Based on Sacramento Area Council of Government (SACOG) projections, the Study Area is estimated to add almost **11,800 new residents** and **4,040 new households** by 2040. This level of growth translates into average, annual growth of about 590 residents and 200 households over the next 20 years. In comparison, between 2010 and 2018, the Study Area grew by an average of 480 residents and 170 households per year. This growth is based on data from the American Community Survey (ACS) and SACOG, historical population and household trends and projected growth through 2040. For context, the Study Area is estimated to represent 12 percent of total Citywide population growth and 6 percent of household growth.

- **Residential demand in the Study Area for affordable housing units outweigh the need for market rate units.** In the Study Area there is a projected demand for an additional 4,240 housing units, or an average of 212 new housing units per year, between 2020 and 2040, as shown in **Table 4-3** in **Chapter 4**. If projected demand

is fully realized, the Study Area would grow from a total of 31,900 units to 36,100 units by 2040, representing a 13 percent increase over this period. Applying 2018 income distribution percentages to future Study Area housing units establishes a projected demand for the addition of 1,130 market rate units (27 percent of total units demanded) and 3,110 affordable units (73 percent of total units demanded).

Affordable housing, as described in this Study, may comprise housing funded through Federal, State, and local housing programs and may also comprise housing that is affordable by design (i.e., based on size, type, construction materials, or other factor). Affordable housing is defined in this Study as ownership- and renter-occupied housing whose monthly cost does not exceed 35 percent of monthly gross household income, based on income standards for households of 3 which meet "low income" (or lower) income guidelines per the State of California Department of Housing and Community Development (HCD).[8] [9] As of 2020, based on income limits for households of 3 in Sacramento County, housing with a value at or below $245,000 for owner-occupied homes and at or below $1,800 per month for renter-occupied homes are defined as affordable. Conversely, market rate homes comprise housing valued above $245,000 for owner-occupied homes and above $1,800 per month in rent for renter-occupied homes.

Commercial Market Findings

- **Demand for commercial development will likely be limited to neighborhood-serving retail uses.** Although the COVID-19 Pandemic (Pandemic) has had an impact on the retail sector, over the long term, new projected household growth is expected to generate additional demand for neighborhood-serving retail development. The Study Area has not experienced much nonresidential development, but the retail sector in the Study Area has experienced recent activity and has remained steady with low vacancy and competitive lease rates. There is limited demand for office space in the Study Area and demand for additional medical office space, if any, may be met with the addition of the proposed Aggie Square project, given its location adjacent to existing medical facilities and synergistic land uses.

Estimated Commercial Retail Demand

- **Estimated Commercial retail demand from incremental new households in the Study area is enough to support a medium-sized neighborhood-oriented commercial center.** The Study Area is estimated to capture newly created demand from residential growth in the Study Area. Incremental new Study Area household

[8] The assumption that housing costs should represent approximately 35% of gross monthly household income is derived from the City's Mixed Income Housing Income Ordinance, adopted in 2015 (Chapter 17.712 of the City Code).
[9] This Study uses a household size of 3 to derive incomes based on the average persons per household in the Study Area of 2.9. See **Figure 2-1** in **Chapter 2**.

spending is estimated to range from about $17.4 million to $52.2 million. Based on this level of household spending, additional supportable retail square feet from new households may range from about **40,100** to **120,230 retail square feet**, as shown in **Table 4-5** in **Chapter 4**. If this estimated demand for new retail space is realized, the additional development would represent a 2 to 5 percent increase in the Study Area's current retail supply of 2.7 million square feet. Note that the projected supportable retail space shown in this Study is a conservative estimate based on data available at this time.

The Study Area may be able to support additional retail space beyond what is estimated in this Study through the capture of additional sources of demand (i.e., existing retail leakage; employee spending; pass-by traffic from populations outside of the Study Area). It is anticipated that this retail demand analysis may be refined, as needed, following supplemental conversations regarding community preferences related to new retail outlets, and the feasibility of specific retail concepts and tenants.

Report Organization

This report is presented in the following chapters and technical appendices.

1. **Introduction and Summary of Findings** presents an overview of the report and key findings.
2. **Study Area Profile** presents an analysis of existing conditions in the Study Area, including population, households, race/ethnicity, educational attainment, income and poverty, employment and jobs, and jobs-housing balance and commuting patterns.
3. **Residential and Commercial Market Overview** provides a context to current residential and commercial market conditions in the nation, the City of Sacramento, and the Study Area.
4. **Future Growth and Market Demand** provides overview of projected growth and the potential resulting demand for additional housing and retail.

This report also contains technical appendices, **Appendix A, Appendix B,** and **Appendix C**, which provide supporting data regarding socio-economic trends in the Study Area.

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2. Study Area Profile

This chapter examines the trends and existing composition of demographic and socioeconomic characteristics in the Study Area, in aggregate and by Subarea, relative to the City. The purpose of this demographic and socioeconomic profile is to develop an understanding of the dynamics and drivers likely to affect the type and magnitude of development in the Study Area. This chapter comprises the following key analytic elements:

- Demographic and Socioeconomic Characteristics. Identifies trends in population and households, age, race and ethnicity, educational attainment, income and poverty, and jobs-housing balance and commuting patterns.
- Labor Force. Reflects trends in labor force and unemployment rates, including industry and employment characteristics and commuting patterns.
- Employment. Presents information on the quantity and type of jobs in the Study Area.

Supporting data tables underlying figures presented in this chapter are included in **Appendix A**.

Demographic Conditions

Population and Households

In 2018, the Study Area included about 86,000 residents within 29,644 households, accounting for just under 20 percent of the City's population.[10] Between 2010 and 2018, the Study area added 3,800 residents and 1,400 households. Population growth in the Study Area during this time was primarily concentrated in the Tahoe & Colonial Subarea, with an increase of almost 1,900 residents, followed by the Oak Park and Lemon Hill Subareas, which added 1,120 residents and 720 residents, respectively. The Fruitridge Pocket and Elmhurst subareas experienced minimal growth, while the South of Fruitridge Subarea experienced a decline in both population and households. See **Figure 2-1**.

During this time, the population growth rate in the Study Area was substantially lower than the City's, although growth in households was similar for both geographies.

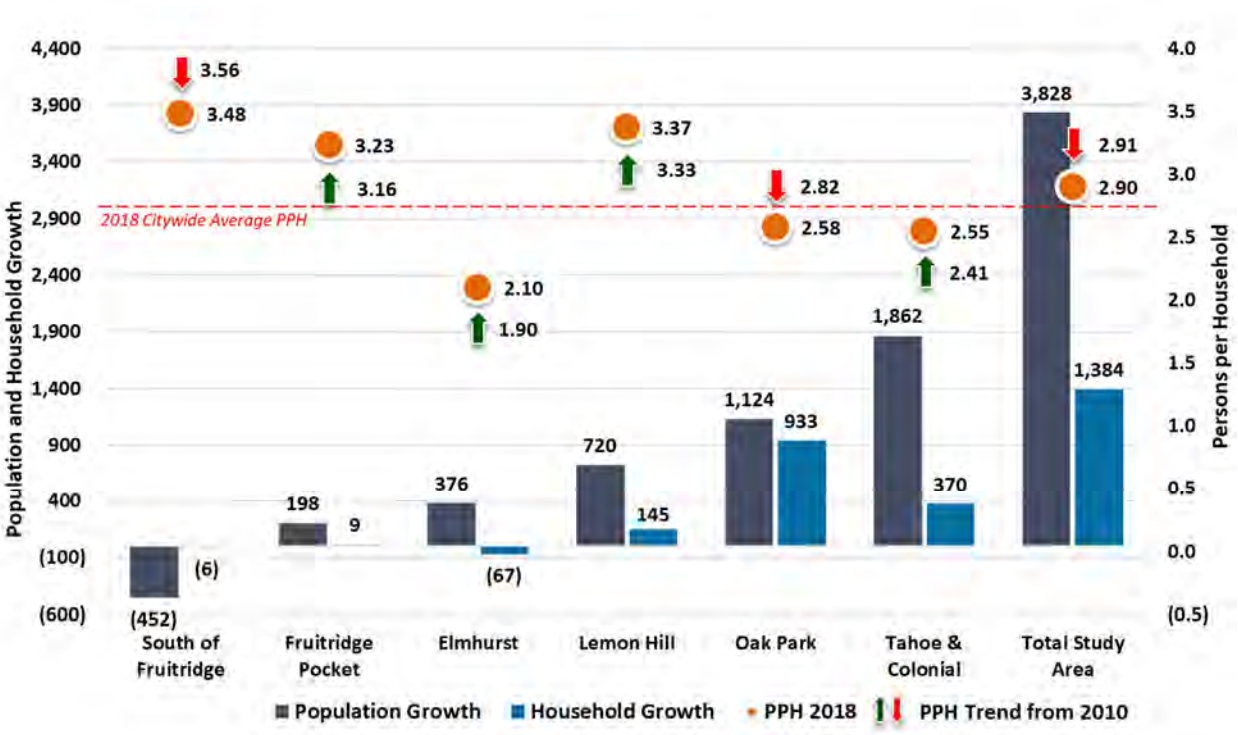
Between 2010 and 2018, the Study Area experienced an increase in smaller households (a decline in average persons per household). In contrast, the City experienced an increase in *larger* households (an increase from an average of 2.68 to 2.78 persons per household), likely based on the type and size of residential development occurring in new

[10] Please note that the term "household" denotes an occupied dwelling unit.

growth areas of the City (e.g., Natomas). The Oak Park Subarea experienced the largest decline in household size, from 2.82 persons per household in 2010 to 2.58 persons per household in 2018. Conversely, the Elmhurst Subarea experienced a slight increase in average household size, growing from 1.90 to 2.10 persons per household.

Despite this increase, Elmhurst's average household size remains significantly lower than the Citywide average and all other Study Subareas. Compared to the Citywide average household size, the northern Subareas of Elmhurst, Oak Park, and Tahoe & Colonial all have smaller households, on average, while the southern Subareas of Fruitridge Pocket, Lemon Hill, and South of Fruitridge all have larger households, on average. See **Figure 2-1**.

Figure 2-1. Change in Population and Households (2010-2018) and Persons per Household (PPH) (2018)

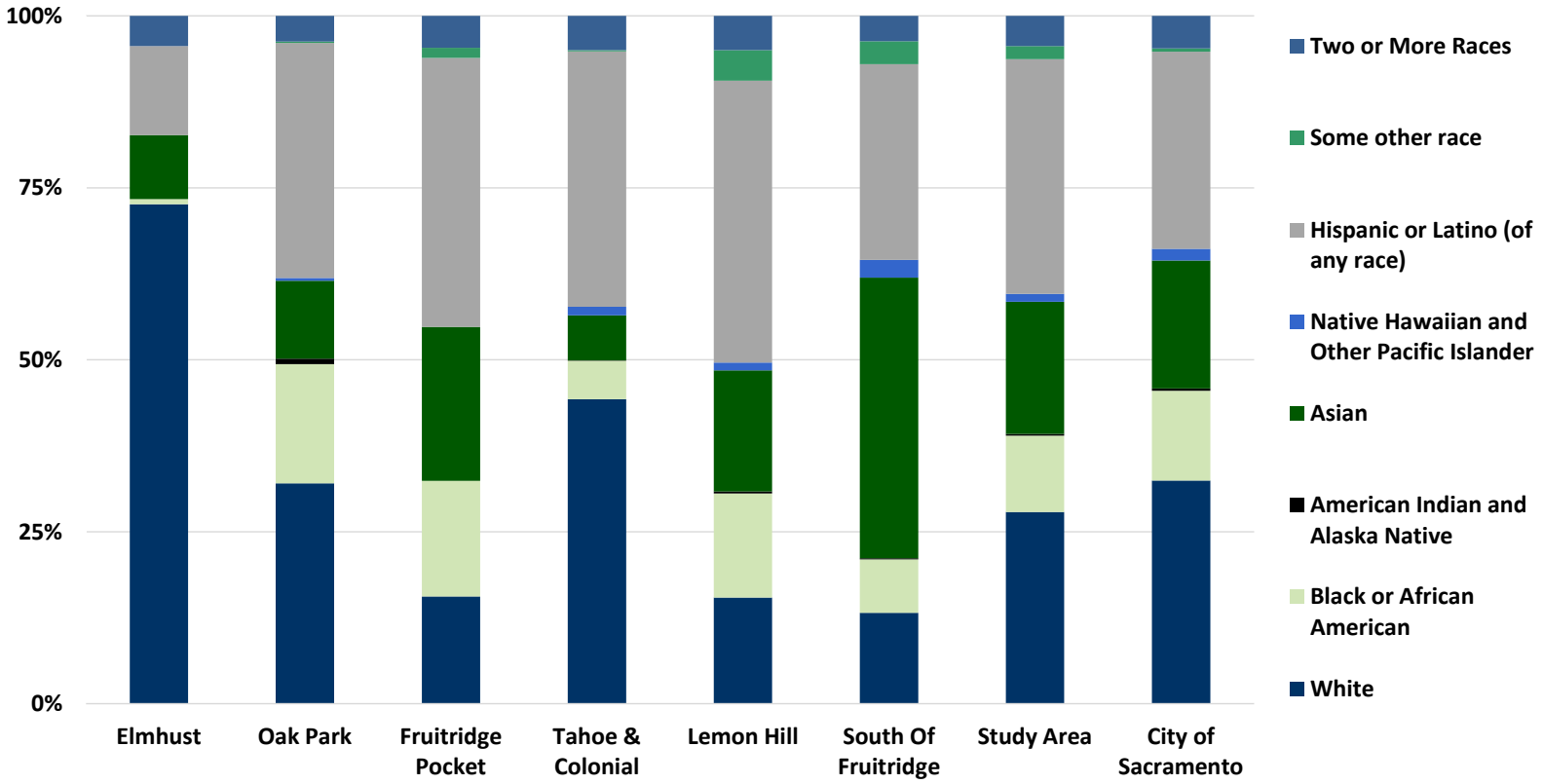


Source: U.S. Census ACS 5-Year Estimates DP05 2010 and 2018; EPS.

Race / Ethnicity

In 2018, the Study Area's population predominately identified as Hispanic or Latino (34 percent) followed by populations that identify as White (28 percent) and Asian (19 percent). These three populations also comprise the largest percentages within the City as a whole, although in a different order (White – 33 percent, Hispanic or Latino – 29 percent, and Asian – 19 percent). See **Figure 2-2**. The population that identifies as Black or African American has remained steady in the Study Area. However, in the

Figure 2-2. Race/Ethnicity Allocation: Study Area and City of Sacramento (2018)



Source: U.S. Census ACS 5-Year Estimates DP05 2018; EPS.

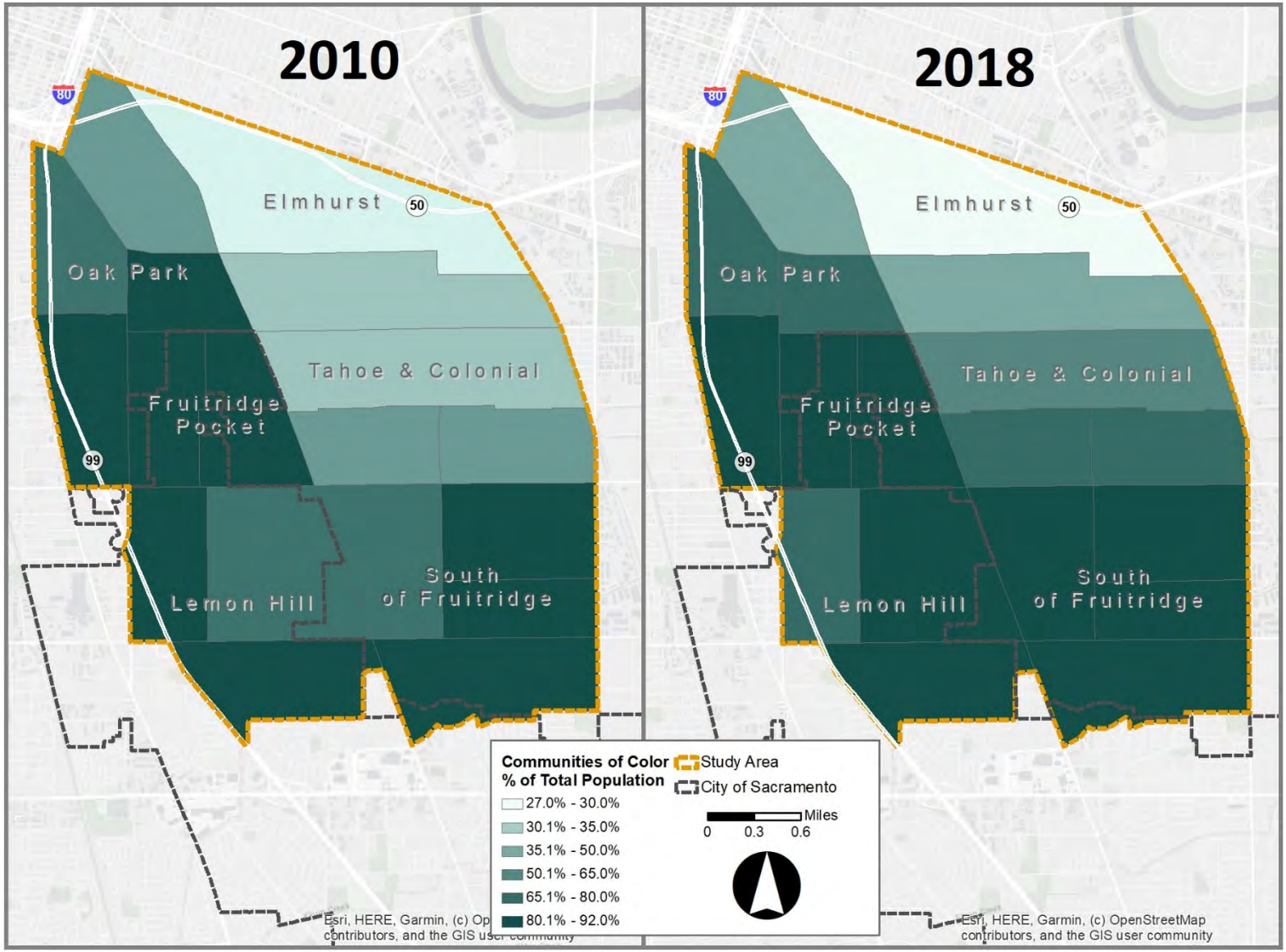
historically Black and African American community of Oak Park, there have been large declines for the Black and African American population between 2010 and 2018, countered with large population growth of the Black and African American population in the Fruitridge Pocket Subarea.

White and Asian populations represent the fastest growing categories in the Study Area over the 2010 to 2018 period, in particular in the two northern subareas of Elmhurst and Oak Park. The populations that identify as Some Other Race and as Two or More Races also represented a category showing growth within the Study Area, specifically in the Fruitridge Pocket, Lemon Hill, and South of Fruitridge Subareas.

The percentage of the Study Area's population that identifies as a race or ethnicity considered a "community of color" remained steady between 2010 and 2018, comprising approximately 70 percent of the total population, whereas, the City of Sacramento's "community of color" population has been consistently lower than the Study Area (64 percent of the City's total population in 2010 and 68 percent in 2018).[11] As shown in **Map 2-1** the percentage of the population that identifies as a "community of color" shifted from the northern Subareas, with percentage declines in Elmhurst and Oak Park between 2010 and 2018, to Subareas to the east and south, including Tahoe & Colonial, Lemon Hill, and South of Fruitridge Subareas, which experienced percentage increases.

[11] For the purpose of this analysis, "Communities of Color" include populations that identify as Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islanders, Hispanic or Latino, Some other Race, and Two or More Races in the ACS.

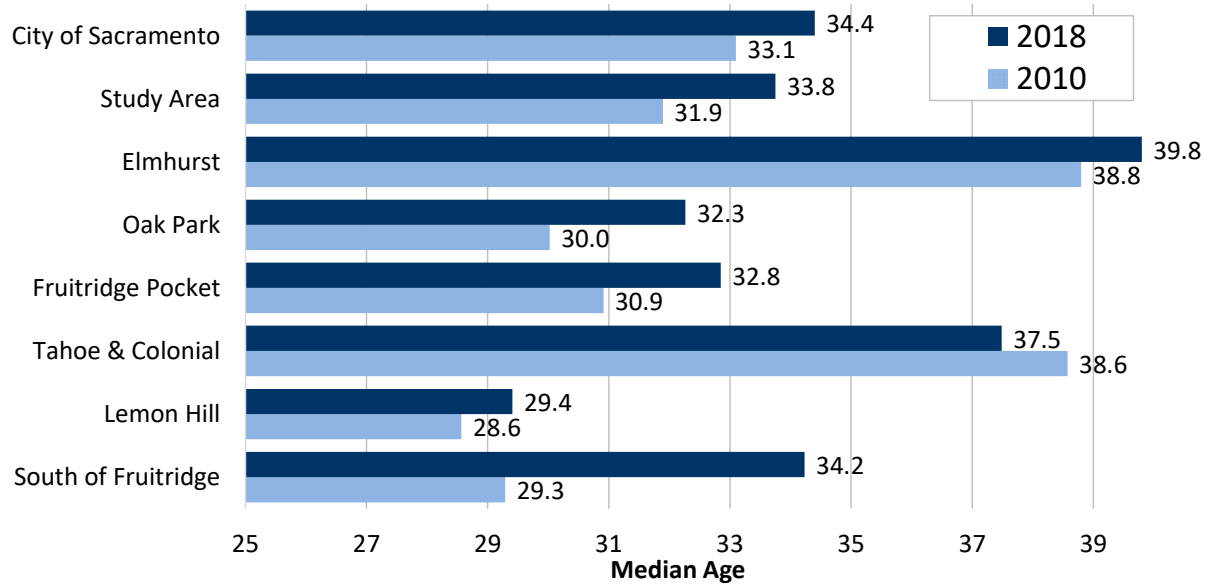
Map 2-1. Communities of Color Percentage of Total Population: Study Area (2010 and 2018)



Age

The age range distribution and median age in the Study Area align with the City, with both areas comprising a population with a median age of about 34 years old. Between 2010 and 2018, the median age increased in both areas, consistent with national and global aging population trends. Within the Study Area, the median age increased moderately in each subarea, except for South of Fruitridge, which experienced a significant, 17 percent increase in median age and in Tahoe & Colonial, which experienced a nominal decline in median age. See **Figure 2-3**.

Figure 2-3. Median Age: Study Area and City of Sacramento (2010 & 2018)



Source: U.S. Census ACS 5-Year Estimates DP05 2010 and 2018; EPS.

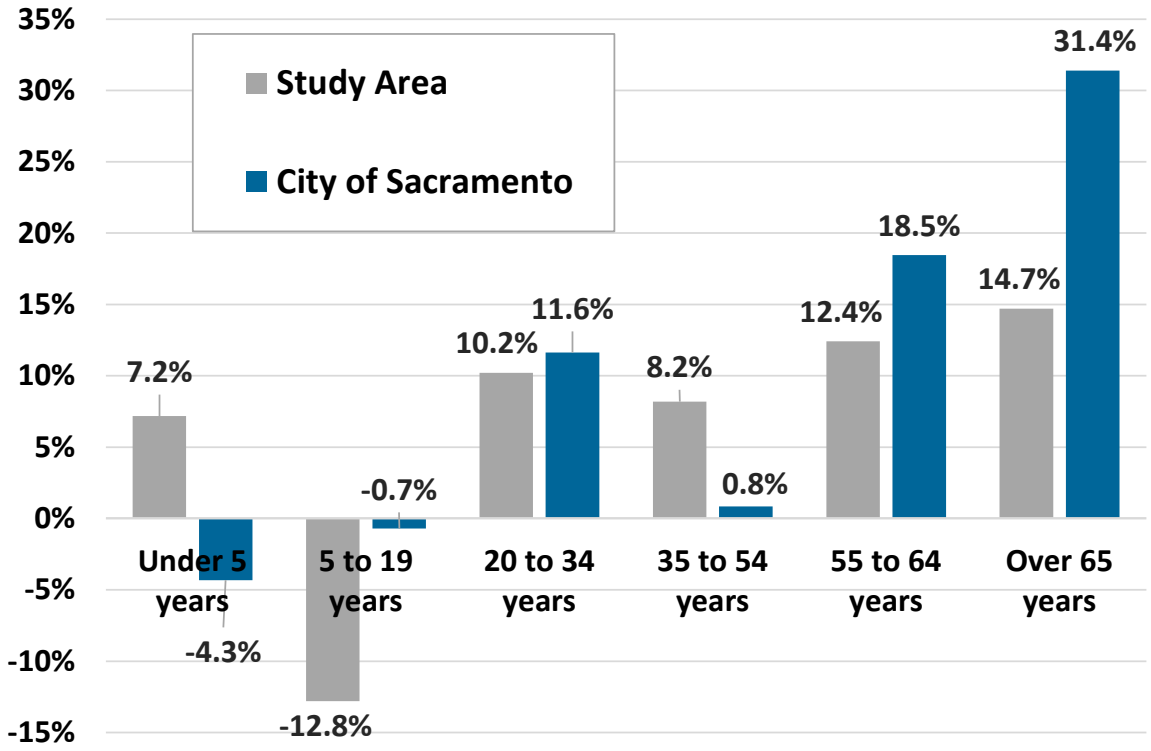
Between 2010 and 2018, both the Study Area and the City experienced large increases in residents aged 55 or older as the Baby Boomer generation ages.[12] Notably, the percentage change in residents aged 55 or older citywide was more than twice the percentage change in the Study Area. During the same timeframe, the Study Area experienced increases in children under the age of 5, in contrast to City trends, and residents between the ages of 20-34, likely as a result of Millennial generation families moving to the area, especially in the Tahoe & Colonial and Fruitridge Pocket Subareas.[13] Both the Study Area and the City experienced a decrease in residents aged 5-19 years

[12] Baby boomers are the demographic cohort following the Silent Generation and preceding Generation X. The generation is generally defined as people born from 1946 to 1964, during the post–World War II baby boom.

[13] Millennials, also known as Generation Y, are the demographic cohort following Generation X and preceding Generation Z. Researchers and popular media use the early 1980s as starting birth years and the mid-1990s to early 2000s as ending birth years, with 1981 to 1996 a widely accepted defining range for the generation.

and smaller increases of residents aged 35-54 years, suggesting a portion of families with older children moved out of the City. See **Figure 2-4**.

Figure 2-4. Age Range Distribution Percentage Change (2010-2018)



Source: U.S Census ACS 5-Year Estimates DP05 2010 and 2018; EPS.

Educational Attainment

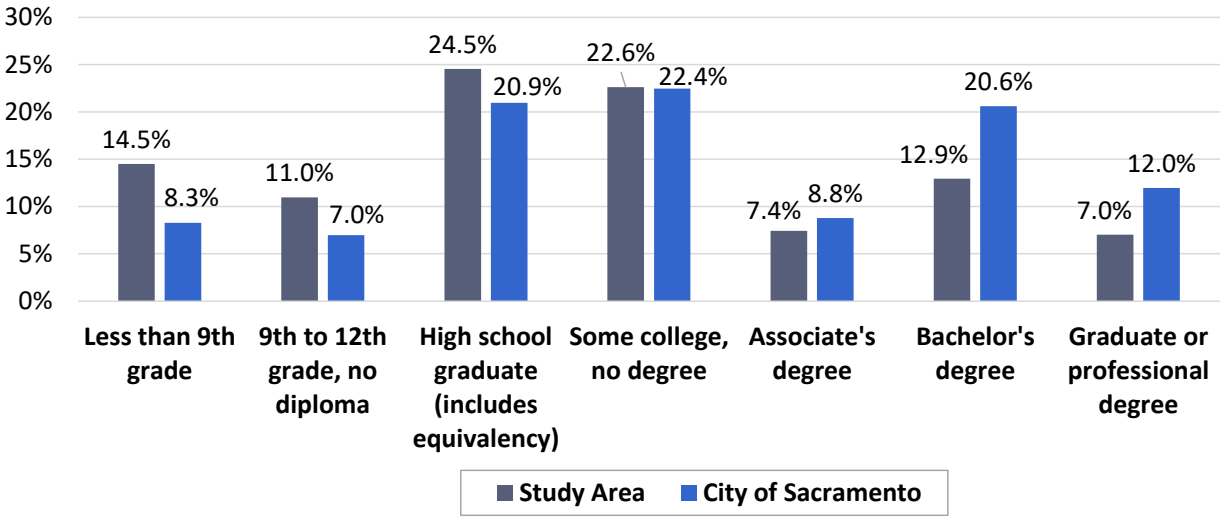
Overall, the Study Area's population has a lower educational attainment than the City's population. As of 2018, about 25 percent of the Study Area's residents had not achieved a high school degree or high school equivalency, compared to about 15 percent of the population in the City. Further, about 27 percent of Study Area residents had attained an Associate's degree or higher compared to over 40 percent of City residents.

The low level of educational attainment diverges across Subareas. As of 2018, almost 50 percent of residents in the Elmhurst Subarea held a bachelor's degree or higher, substantially higher than the other Subareas' proportion of the population with this level of educational attainment, which ranges from 6 percent in Lemon Hill to 29 percent in Oak Park, as well as the City's proportion of 33 percent. Notably, the percentage of the population with a bachelor's degree or higher in the northern portion of the Oak Park Subarea (a subset of this Subarea comprising the neighborhoods of Med Center and North Oak Park) is similar to Elmhurst's with a jump from 29 percent in 2010 to 46

percent in 2018.[14] This high level of educational attainment is likely based on Elmhurst, Med Center, and North Oak Park's adjacency to the UC Davis Medical Center and the affluent East Sacramento neighborhood, as well as the size and quality of the housing stock in these areas. See **Figure 2-5** and **Figure 2-6**.

Although the educational attainment in the Study Area is lower than the City's, there was a substantial shift between 2010 and 2018, with greater proportions of the Study Area's residents possessing secondary and post-graduate education degrees. These data suggest the socioeconomic composition of the Study Area is changing. There was a 53 percent increase in residents who had attained an Associate's degree, a 27 percent increase in residents who had attained a Bachelor's degree, and a 66 percent increase in residents who had attained a graduate or professional degree. See **Figure 2-7**.

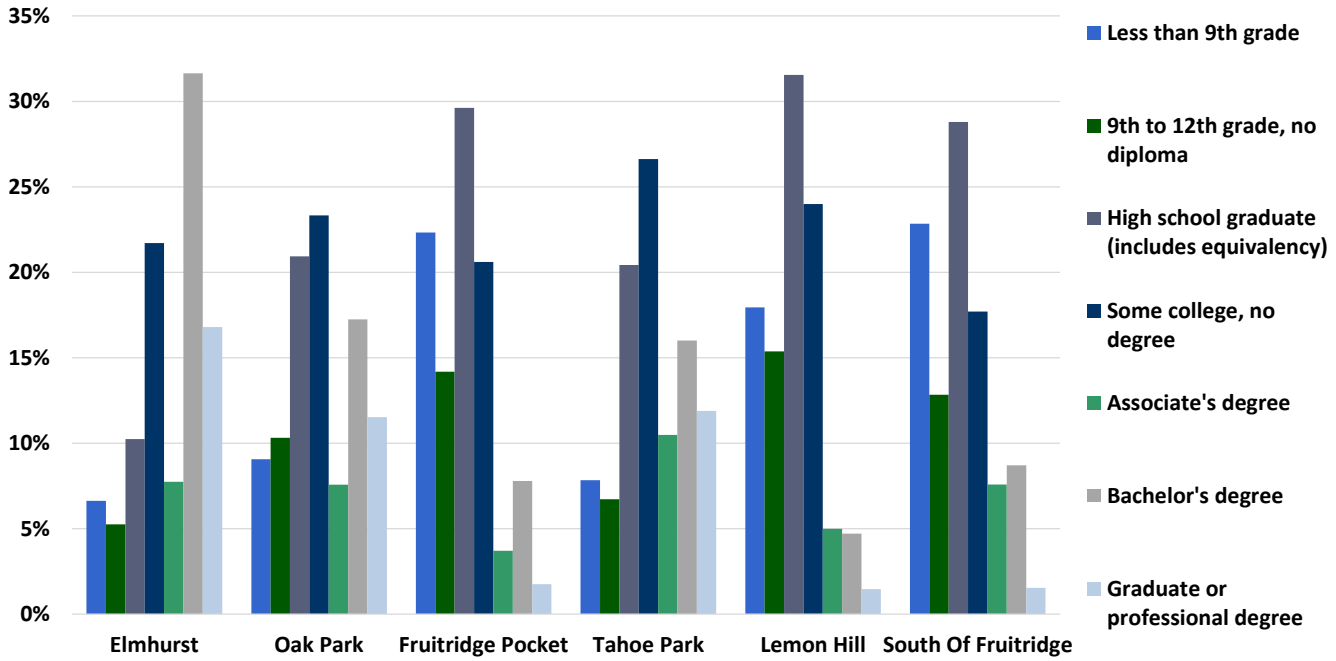
Figure 2-5. Educational Attainment Study Area and City of Sacramento for the Population Aged 25+ (2018)



Source: U.S Census ACS 5-Year Estimates S1501 2018; EPS.

[14] Note that data pertaining to the North Oak Park/Med Center neighborhoods is not distinguished separately from the Oak Park Subarea in **Figure 2-5** or **Figure 2-6**. The finding detailed here is based on data contained in Census Tract 6067001800, one of several census tracts aggregated in the Oak Park Subarea.

Figure 2-6. Educational Attainment Study Subareas for the Population Aged 25+ (2018)

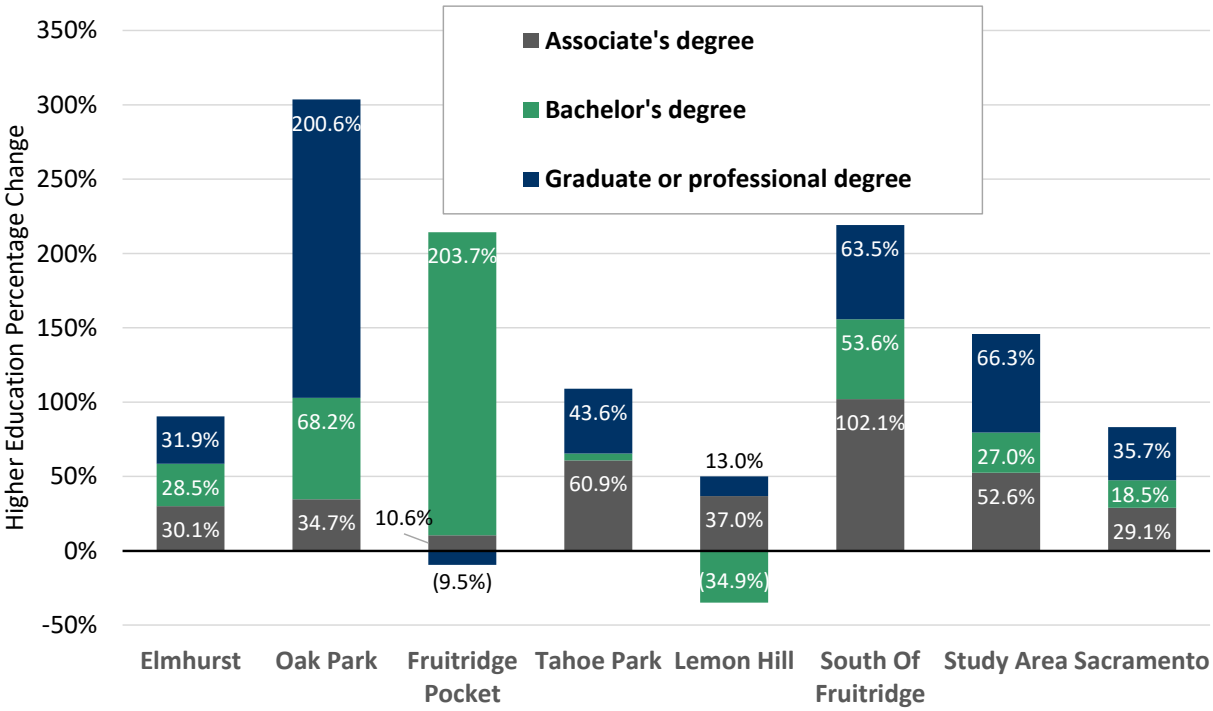


Source: U.S Census ACS 5-Year Estimates S1501 2018; EPS.

Between 2010 and 2018, conclusions regarding educational attainment by Subarea include the following.

- In the **Oak Park Subarea**, the number of residents that had attained a bachelor's degree increased by almost 800 (almost 70 percent) and the number of residents with a graduate or professional degree increased by almost 900 (a 200 percent increase).
- The number of residents with bachelor's degrees increased in the **Fruitridge Pocket Subarea** by almost 280 (about a 200 percent increase).
- In the **Tahoe & Colonial Subarea**, the number of residents with associate's and graduate or professional degrees increased by about 500 for each degree level (61 percent and 44 percent increases, respectively).
- The **South of Fruitridge Subarea** saw increases of residents with associate's and bachelor's degrees by almost 500 (a 102 percent increase) and 400 (a 54 percent increase), respectively.

Figure 2-7. Higher Education Attainment Percentage Change for the Population Aged 25+ (2010-2018)



Source: U.S Census ACS 5-Year Estimates S1501 2010 and 2018; EPS.

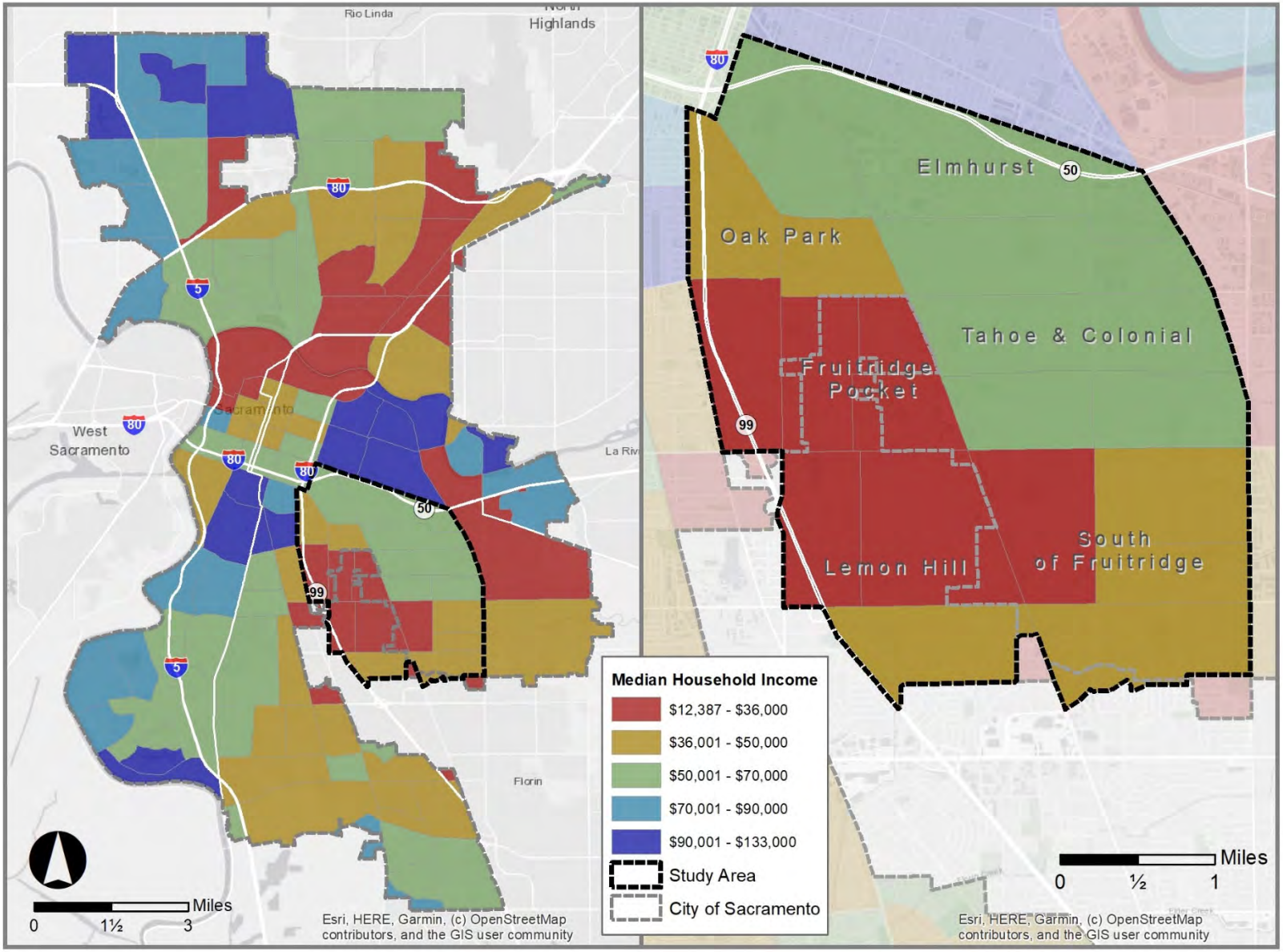
Median Household Income

Median household income in the 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, which was $58,500. The distribution of household income across the Study Area is distinctive for each Subarea, as exhibited in A higher proportion of Study Area households (56 percent) earn incomes below $49,999 compared to the City (43 percent), conversely a higher proportion of City households (39 percent) earn incomes of $75,000 or more compared to the Study Area (26 percent). See **Figure 2-9.**

Map 2-2. 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.[15] 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.

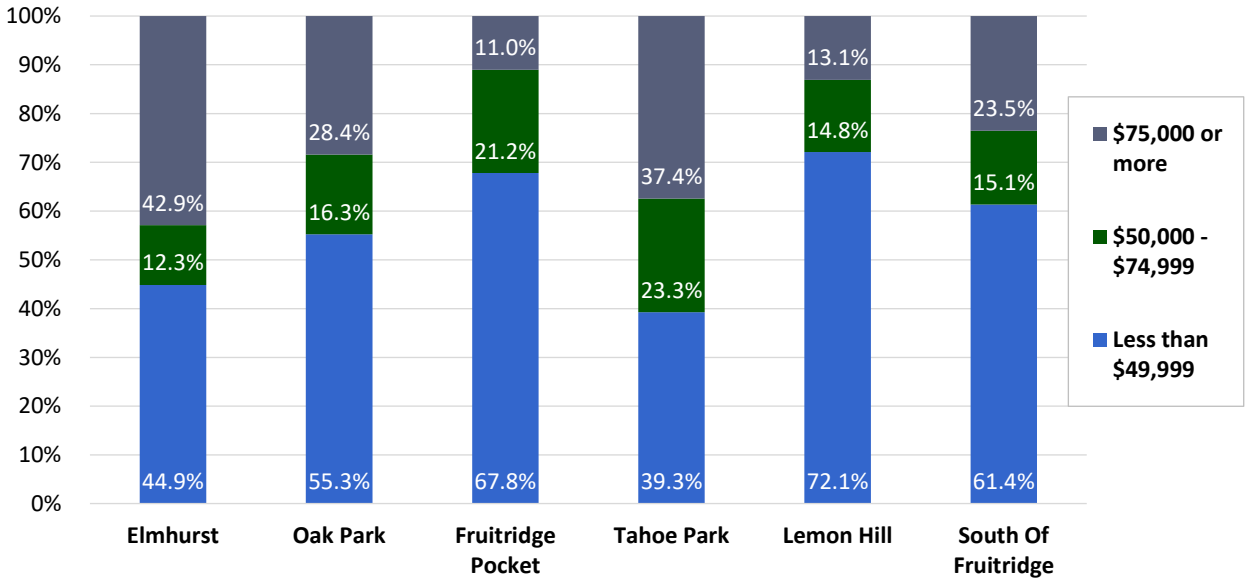
[15] This data is shown by Census Tract in **Map 2-2.**

Map 2-2. Median Household Income: City of Sacramento and Study Area (2018)



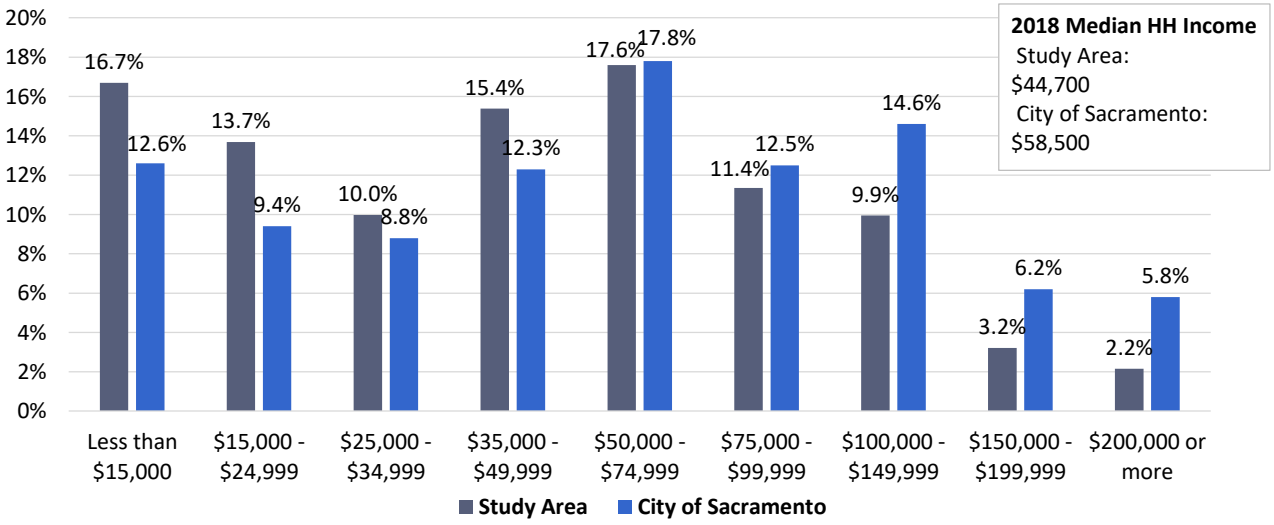
A higher proportion of Study Area households (56 percent) earn incomes below $49,999 compared to the City (43 percent), conversely a higher proportion of City households (39 percent) earn incomes of $75,000 or more compared to the Study Area (26 percent). See **Figure 2-9**.

Figure 2-8. Study Area Household Income Distribution (2018)



Source: U.S Census ACS 5-Year Estimates S1901 2018; EPS.

Figure 2- 9. Study Area and City of Sacramento Household Income Distribution (2018)



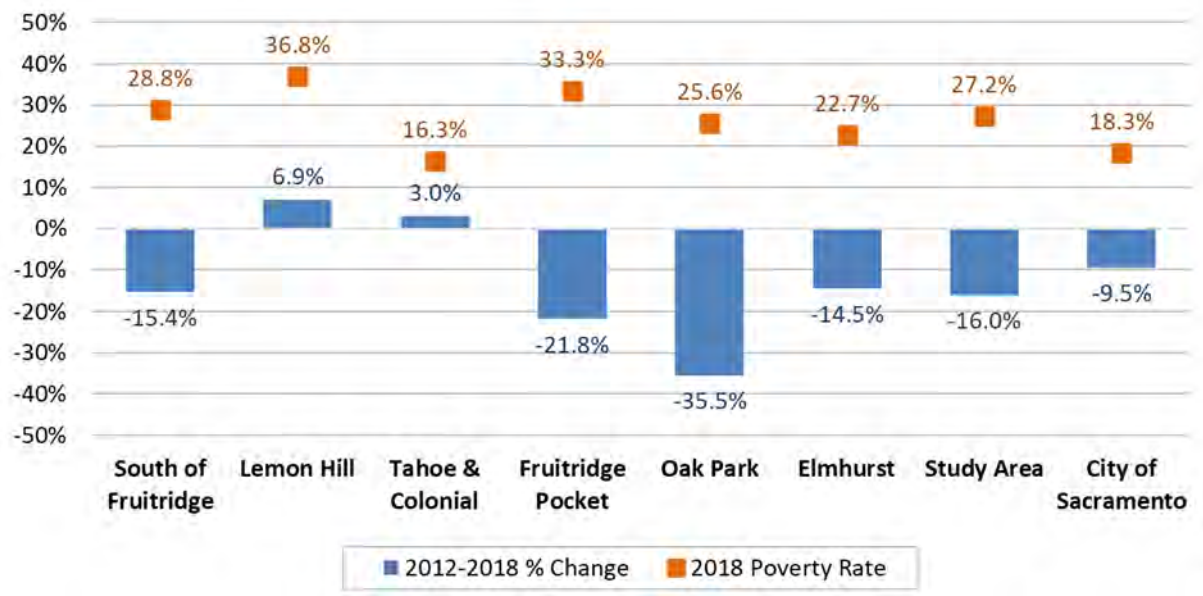
Source: U.S Census ACS 5-Year Estimates S1901 2018; EPS.

Poverty Rate

While all Subareas, except for the Tahoe & Colonial Subarea, have a poverty rate that exceeds the Citywide rate of 18.3 percent, the Study Area has experienced a declining trend between 2012 and 2018 in the percentage of residents living in poverty.[16] See **Figure 2-10**. As of 2018, about 27 percent of residents in the Study Area had incomes that fell below the national poverty level, down from a poverty rate of 32.4 percent in 2018, representing a 16 percent decline.

Nearly all Subareas in the Study Area experienced declines in the percentage of residents living under the poverty level, with the greatest declines occurring in the Oak Park and Fruitridge Pocket Subareas. The percentage of residents living in poverty in the Oak Park Subarea decreased from nearly 40 percent in 2012 to slightly over 25 percent in 2018 (a 35.5 percent decrease). In the Fruitridge Pocket Subarea, the percentage decreased from 42.6 percent in 2012 to about 33 percent in 2018 (a nearly 22 percent decrease). The percentage of individuals living in poverty increased nominally in the Tahoe & Colonial Subarea, from 15.8 percent to 16.3 percent (an increase of 3 percent), and slightly more significantly in the Lemon Hill Subarea, from 34.4 percent to nearly 37 percent (an increase of about 7 percent).

Figure 2- 10. 2018 Poverty Rate and Percentage Change in Poverty (2012-2018)



Source: U.S Census ACS 5-Year Estimates S1501 2012 and 2018; EPS.

[16] Refer to the Census website for information regarding how the Census measures poverty: https://www.census.gov/topics/income-poverty/poverty/guidance/poverty-measures.html.

Labor Force

Labor Force (Employed Residents) by Industry

As of 2018, the Study Area comprised a labor force of about 36,100 residents employed in a wide variety of industries. The top industries employing residents of the Study Area included: Health Care and Social Assistance (about 4,700 employed residents); Retail (about 4,100 employed residents); Accommodation & Food Service (about 3,500 employed residents); Construction (about 3,400 employed residents); and Public Administration (about 3,500 employed residents). These top industries comprised approximately 45 percent of employed residents. See **Table A-1** in **Appendix A**.

The **labor force** includes all residents of an area age 16 and older who are classified as both employed and unemployed. Conceptually, the labor force level is the number of people who are either working or actively looking for work.

STUDY AREA EMPLOYED RESIDENTS BY INDUSTRY

Top Industries (2018)

Health Care and Social Assistance
Retail Trade
Accommodation & Food Service
Construction
Public Administration

Top Industry Gains (2010-2018)

Construction (+864)
Retail Trade (+843)
Accomm. and Food Services (+823)
Prof., Scientific, & Tech. Services (+583)

Top Industry Declines (2010-2018)

Information (-181)
Utilities (-69)

Between 2010 and 2018, the Study Area saw a significant increase in its labor force across nearly all industries, with the addition of 5,726 employed residents living in the area, representing a nearly 20 percent increase, relative to a total population percentage increase of 3 percent. These data may indicate a dramatic upward shift in the labor force participation rate of Study Area residents. In contrast, the City's labor force increased by 11 percent corresponding with the City's population increase of 9 percent.

Over half of the growth between 2010 and 2018 in the Study Area's labor force occurred in five top industries, including: Construction; Retail Trade; Accommodation and Food Services; and Professional, Scientific & Technical Services. Notably, the percentage increase of employed residents in the Study Area in these top industries were significantly higher than percentage increases experienced in the City during the same period.

Two industries – Information and Utilities - experienced a decline in the number of employed residents in the Study Area. Combined, the labor force declined by about 250 employed residents between 2010 and 2018.

Within the Study Area, the Oak Park Subarea comprised the largest increase in employed residents, adding almost 2,100 residents to the labor force, followed by the Tahoe & Colonial Subarea, adding nearly 2,000 residents to the labor force. See **Table A-2** in **Appendix A**. Combined, these subareas comprised over 70 percent of the growth in the Study Area's labor force. Remaining subareas all experienced minimal to moderate growth in the number of employed residents between 2010 and 2018. Within the Study Area, there have been notable shifts in the industries of employed residents, as summarized below.

- The Study Area's largest industry of employed residents, **Health Care and Social Assistance**, experienced labor force gains in the Oak Park and Tahoe & Colonial subareas and labor force declines in the Elmhurst and Fruitridge Pocket subareas. In addition, the Oak Park subarea experienced a large increase of residents employed in the **Professional Services** industry. An increase of employed residents in these industries indicates the influence of the UC Davis Medical Center on labor force composition in the proximate Oak Park subarea.
- Gains in employed residents in the **Retail** industry were experienced across every subarea, with the largest total gains in the Oak Park and Lemon Hill subareas.
- Increases in the labor force in the **Construction** industry were concentrated in Tahoe & Colonial, Lemon Hill, and Oak Park, with nominal growth in Elmhurst and declines in the South of Fruitridge Subarea.
- Labor force increases in the **Accommodation** industry were focused in the Tahoe & Colonial, Oak Park, and Lemon Hill subareas. Elmhurst experienced labor force declines in this industry.

Employed Residents by Occupation

In 2018, the top occupations for employed residents in the Study Area were distributed over five occupations: Office and Administrative Support Occupations; Sales and Related Occupations; Food Preparation and Serving Related Occupations; Transportation and Material Moving Occupations; and Construction and Extraction. These five occupational fields represented approximately 45 percent of all employed resident occupations in the Study Area whereas, the City's top occupations for employed residents were concentrated within only two fields: Office and Administrative Support Occupations and Sales and Related Occupations. See **Table A-3** in **Appendix A**.

Aligned with educational attainment findings, a majority of the occupations of employed residents in the Study Area (over 60 percent) correspond with a low level of training; about one-tenth of occupations require a medium level of training and one-quarter

STUDY AREA EMPLOYED RESIDENTS BY OCCUPATION

Top Occupations (2018)

Office & Administrative Support Occupations
Sales & Related Occupations
Food Preparation & Serving Related Occupations

Top Occupation Gains (2010-2018)

Healthcare Support Occupations (+1,196)
Construction & Extraction Occupations (+686)
Transportation & Material Moving Occupations (+633)

Top Occupation Declines (2010-2018)

Office & Administrative Support Occupations (-639)
Personal Care & Service Occupations (-453)
Building & Grounds Cleaning & Maintenance Occupations (-447)

require a high level of training.[17] In comparison, the City's labor force is shifted more towards higher educational attainment and training, with about half of occupations requiring medium to high levels of training.

The largest gain in employed resident occupations in the Study Area occurred in Healthcare Support, Construction and Extraction, and Transportation and Material Moving. Combined, these occupations accounted for 44 percent of new resident occupations added over the 2010-2018 period and the increase in these occupations maintains the prevalence of occupations that require low and medium levels of training in the Study Area. The City also experienced strong growth in the same three occupations as the Study Area, as well as in Health Diagnosing & Treating Practitioners and Other Technology Occupations, Educational Instruction and Library Occupations, and Computer and Mathematical Occupations, accounting for 94 percent of the City's increase in employed resident occupations. These additional occupations that experienced more growth in the City compared to the Study Area all require high levels of training.

In the Study Area, the occupations which saw a combined decrease of close to 1,600 employed residents over the same period were: Office and Administrative Support Occupations; Personal Care and Service Occupations; and Building and Grounds Cleaning and Maintenance Occupations. With the exception of Building and Grounds Cleaning and

[17] Levels of training by occupations are based on information provided by O*NET, a source on key characteristics of workers and occupations utilized by US Bureau of Labor Statistics. Low training level = some on-the-job training and high school-level education; Medium training level = considerable on-the-job training, vocational education, or Associate's degree; High training level = four-year degree or above plus work experience.

Maintenance Occupations, decreases in these occupations were also experienced in the City, but were proportionally more severe in the Study Area.

Within the Study Subareas, the largest growth of employed resident occupations occurred in the Oak Park Subarea in two high training level occupations including **Management Occupations** and **Educational Instruction and Library** Occupations, as well as the low training level occupation of **Healthcare Support**, altogether accounting for nearly half of the net gain in employed resident occupations in the Subarea. See **Table A-4** in **Appendix A**. A factor in the strong overall growth is a likely result from new developments on and surrounding the Broadway Corridor.

Within the Study Area, there have been notable shifts in the occupations of employed residents, as summarized below.

- The Tahoe & Colonial Subarea incurred significant growth in employed residents in **Healthcare Support** occupations with the addition of 360 employed residents (an increase of 235 percent), **Construction and Extraction** occupations with the addition of 311 employed residents (an increase of 77 percent), and **Sale and Related** occupations with the addition of 293 employed residents (an increase of 51 percent), all requiring low levels of training.
- The Elmhurst Subarea experienced declines in 13 occupational categories, with six of those decreasing to zero employment (**Community and Social Service, Health Technologists and Technicians, Healthcare Support Occupations, Firefighting, Prevention, & Other Protective Service Workers including Supervisors, Personal Care and Service, and Farming, Fishing, and Forestry** occupations)**.** Of the Study Subareas, Elmhurst had the smallest amount of overall growth with the addition of 251 employed residents (an increase of about 11 percent). The largest growth occurred in occupations requiring high levels of training including **Educational Instruction and Library** occupations with the addition of 250 employed residents (an increase of 160 percent) and **Business and Financial** occupations with the addition of 205 employed residents (an increase of 263 percent)**.**
- South of Fruitridge had the smallest amount of growth proportionally with the addition of 525 employed residents (an increase of 7.6 percent). This Subarea incurred the greatest declines in the Study Area in **Management** occupations with a loss of 175 resident employees (a decrease of 52 percent) and in **Construction and Extraction** occupations with a loss of 178 resident employees (a decrease of 30 percent).

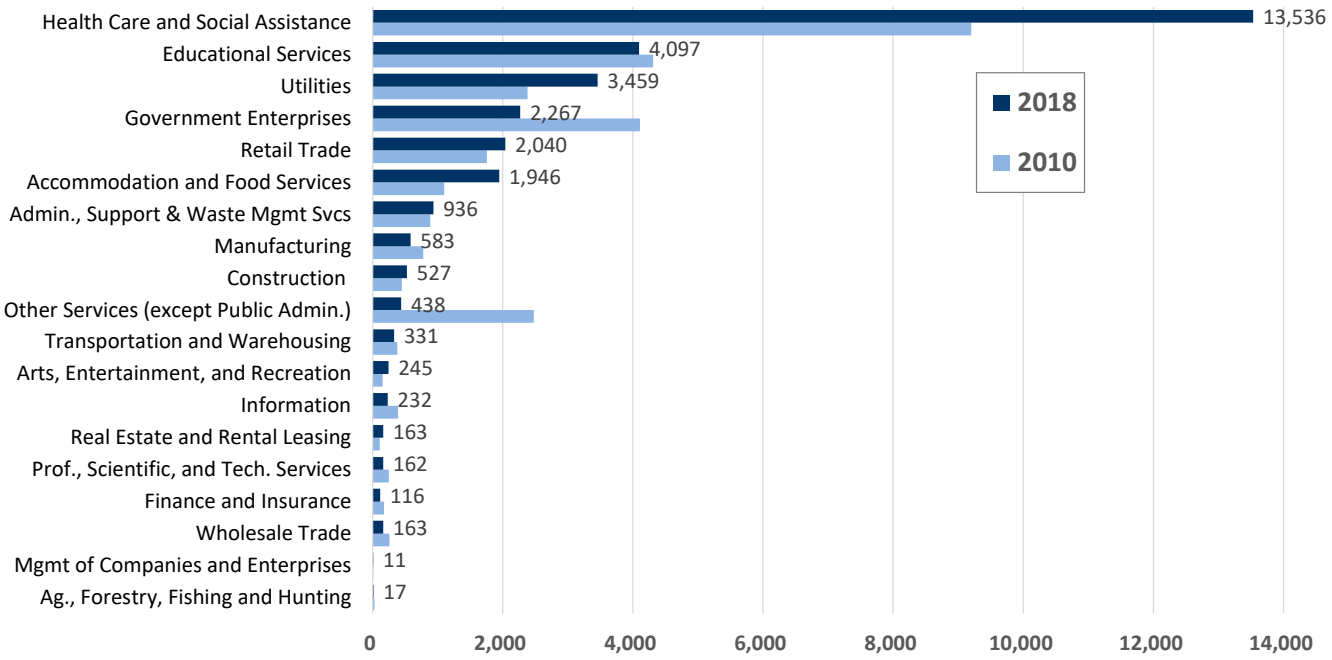
Employment

Jobs by Industry

By 2018, the Study Area contained about 31,300 jobs, with the Health Care and Social Assistance, Educational Services, and Utilities industries representing nearly 70 percent of jobs in the Study Area. During the period between 2010 and 2018, the Study Area added close to 2,600 jobs representing an increase of 7percent. See **Figure 2-11 and Appendix A Table A-5.** In comparison, the City grew by a little more than 11 percent over the same period.

Jobs refers to the number of job positions in a specified geography where a worker is employed with positive earnings. This includes part-time and full-time positions and reflects positions, not people.

Figure 2- 11. Study Area Jobs by Industry (2010 and 2018)



Source: U.S. Census OnTheMap 2018; EPS.

The Study Area saw strong growth in its most heavily concentrated industries relative to the City and County in 2018. These industries include:

- **Health Care and Social Assistance.** With a total of over 13,500 jobs representing over 40 percent of all jobs, the Study Area accounted for about 25 percent of all Healthcare and Social Assistance jobs in the City and about 12 percent of all jobs in the County, based on the presence of the UC Davis Medical Center and Shriners Hospital for Children in the Elmhurst Subarea. In the Study Area, Healthcare and Social Assistance jobs increased by about 47 percent with the addition of 4,300 jobs

between 2010 and 2018, and increases in each Subarea, with the Elmhurst Subarea accounting for almost half of the total increase in Study Area Healthcare and Social Assistance jobs. See **Appendix A Table A-6**. This contrasts with the approximately 50 percent decrease in the employed residents in the Healthcare and Social Assistance industry in the Elmhurst Subarea over the 2010 to 2018 period. Although the Study Area experienced a 10 percent increase in employed residents in this industry overall (about 390 new employed residents), the increases occurred in the Oak Park, Tahoe & Colonial, Lemon Hill, and South of Fruitridge Subareas.

- **Educational Services.** The Study Area's second-highest concentration of jobs is in Educational Services with a total of almost 4,100 jobs, representing 13 percent of total jobs as of 2018. Educational Services jobs in the Study Area accounted for about 20 percent of all Educational Services jobs in the City and nearly 8 percent of all jobs in the County, based on the presence of the SCUSD Office located in the Lemon Hill Subarea and Pacific McGeorge School of Law in the Oak Park Subarea. Educational Services jobs saw an increase in the Lemon Hill Subarea with the addition of 82 jobs, an increase of about 4 percent. This contrasts with the over 50 percent decrease in Lemon Hill's resident employees in the Educational Services industry, although the Study Area experienced an 8 percent increase in employed residents overall (about 208 new employed residents), most of which were in the Tahoe & Colonial Subarea. While Educational Service jobs in Oak Park declined, it still represents the second largest industry in that Subarea.

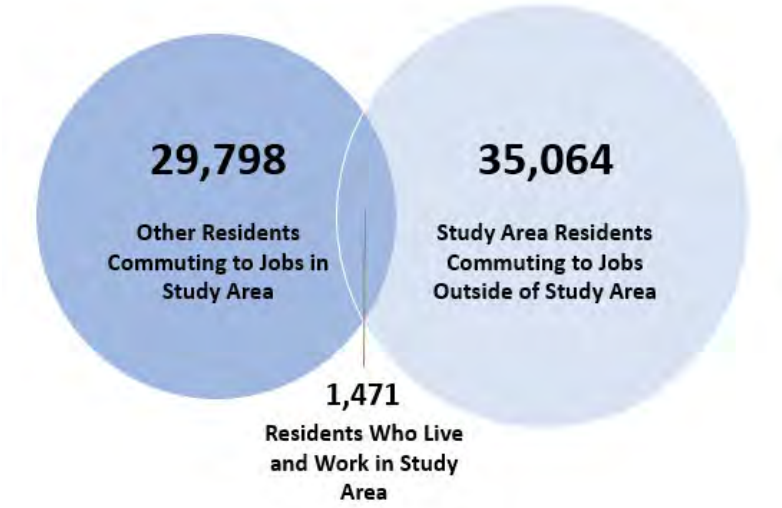
- **Utilities Industry.** With about 3,500 jobs as of 2018 representing about 11 percent of total jobs, Utilities jobs in the Study Area accounted for nearly 66 percent of all Utilities jobs in the City and 54 percent of the County, given the presence of the SMUD offices, a key employer in the Study Area located in the Elmhurst Subarea. Utilities jobs in Elmhurst grew between 2010 and 2018 by 45 percent with the addition of 1,100 jobs. This contrasts with declines in employed residents in the Utilities both in the Elmhurst subarea and the Study Area overall, although the labor force in this industry has historically comprised a small share of overall labor force in the Study Area.

Jobs-Housing Balance and Commute Patterns

The Study Area possesses a balance of jobs and housing of 1.1, which falls below the commonly accepted ideal ratio of 1.5, while the City has a higher jobs-housing ratio of 1.7. See **Table 2-1** and **Figure 2-12**.[18]

A high proportion (96 percent) of Study Area residents commuted to jobs outside of the Study Area. Many of these residents have a short commute with 57 percent traveling fewer than 10 miles to their jobs and commuting an average of about 26 minutes, generally aligning with the average commute time for residents Citywide. Conversely, about 90 percent of Study Area workers commute in from outside of the Study Area. These employees are similarly drawn from relatively close by, with 58 percent commuting less than 10 miles.

Figure 2-12. Study Area Employment Inflow-Outflow (2018)



Source: U.S. Census OnTheMap 2018; EPS.

[18] Please note that the totals presented in **Figure 2-12** and **Table 2-3** do not precisely align with employed resident and employment figures for the Study Area, as shown in **Appendix A**. The data sources, although both published by the U.S. Census, were obtained from two different sources, the ACS and OnTheMap.

Table 2-1. Commute Patterns: Study Area and City of Sacramento (2018)

Item	Study Area		City of Sacramento	
	Count	% of Total	Count	% of Total
Jobs-Housing Balance [1]	1.1		1.7	
Mean Commute Time [1]	25.8		26.2	
Resident Workers				
Residents both Living and Employed in the Study Area	1,471	4.0%	85,316	39.7%
Residents Living in the Study Area but Employed Outside (Outflow)	35,064	96.0%	129,529	60.3%
Subtotal Resident Workers	**36,535**	**100.0%**	**214,845**	**100.0%**
Employment				
Residents both Living and Employed in the Study Area	1,471	4.7%	85,316	26.8%
Workers Employed in the Study Area but Living Outside	29,798	95.3%	232,765	73.2%
Total Employment in Area (Inflow)	**31,269**	**100.0%**	**318,081**	**100.0%**
Inflow/Outflow Ratio [2]	89%		246%	

Source: U.S. Census OnTheMap 2010, 2018; U.S. Census ACS 5-Year Estimates Table S0801 2018; EPS.

[1] Jobs-Housing balance and mean commute times derived from US Census American Community Survey data as of 2018.

[2] The inflow/outflow ratio is the percentage of residents living in the specified area that travel outside of that area for work compared to the total employment for that specified area.

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3. Residential and Commercial Market Overview

Residential Market Context

For decades, California has a faced a housing crisis related to its significant unhoused population and rising housing costs. For those living in poverty, high rental rates have translated into large proportions of their income allocated to housing costs, leaving little remaining for basic living expenses, let alone bolstering savings account to build wealth.[19] In addition, low-income households, weighted towards Communities of Color, have faced displacement and gentrification pressure, fleeing urban core neighborhoods near transit and services, to cheaper suburban and exurban locales. Rising home sales prices have translated into larger down payment requirements leading to homeownership challenges for households with median and higher incomes.[20] These challenges point to a root problem of limited housing supply. Indeed, several recent reports have estimated an undersupply of housing in the State of California (State) that ranges from about 3 million to 4 million units. This undersupply represents the amount of housing that was needed over the last several decades to maintain housing costs in alignment with the rest of the country.[21] [22]

At the beginning of 2020, the Pandemic caused abrupt and severe economic impacts, including mass unemployment and major disruptions to retail and office markets, as discussed later in this chapter. The national and California housing markets declined briefly but have recovered and remained strong throughout the year, driven by historically low mortgage interest rates, the aforementioned low housing inventory, and

[19] Kimberlin, Sara and Esi Hutchful, 2019. New Census Figures Show More Than 1 in 6 Californians Struggle to Afford Basic Necessities. *California Budget and Policy Center.* [online] Available at: https://calbudgetcenter.org/resources/number-of-californians-living-in-poverty-has-been-declining-but-more-than-1-in-6-residents-still-struggle-to-afford-basic-necessities/#:~:text=Approximately%207.1%20million%20Californians%20lived,Supplemental%20Poverty%20Measure%20(SPM) [Accessed January 2021].

[20] Levin, Matt, 2021. Commentary: Five things I've learned covering California's housing crisis that you should know. *Cal Matters*. [online] Available at: https://calmatters.org/housing/2021/01/california-housing-crisis-lessons/ [Accessed January 2021].

[21] Taylor, Mac, 2015. California's High Housing costs Causes and Consequences. *Legislative Analyst Office*. [online] Available at: https://lao.ca.gov/reports/2015/finance/housing-costs/housing-costs.pdf [Accessed January 2021].

[22] Dillon, Liam, 2018. California lawmakers killed one of the biggest housing bills in the country. *Los Angeles Times*. [online] Available at: https://www.latimes.com/politics/la-pol-ca-big-housing-bill-dies-20180417-story.html [Accessed January 2021].

increased residential turnover related to changing consumer preferences following work-from-home directives for non-essential employees.

The Pandemic has accelerated Bay Area migration to the Sacramento Region, a trend that commenced during the Great Recession, as people sought to escape the high housing costs of the Bay Area for more affordable locales.[23] This migration has created increased residential demand in Sacramento, which experienced a nearly 8 percent increase in average home prices over the past year, slightly higher than the State average, and is projected to be the fastest growing housing market in the U.S. in 2021.[24]

At the same time, the Pandemic has deepened socioeconomic inequalities across the nation. While many people have retained their jobs, increased savings and prioritized debt repayment because of economic uncertainties, and invested in a surging stock market, millions of Americans remain unemployed and face permanent job losses and housing and food insecurity.[25] These trends may prompt many lower-income households to leave their current place of residence in search of areas with a lower cost of living or different employment opportunities. The Pandemic has certainly elevated the need for the creation of new affordable housing opportunities, as well as assistance programs and policies, in a state already grappling with an affordable housing crisis.

Study Area Residential Market Conditions

The following section examines the characteristics and trends of residential uses in the Study Area to establish the context for accommodating future residential development.

Housing Units

As of 2020, there were a total of 32,658 housing units in the Study Area with nearly half of the Study Area's housing units located in the Tahoe & Colonial and Oak Park Subareas. See **Table 3-1**.

Characteristics of the housing stock in each Subarea are indicative of its development period, as shown in **Figure 3-1**. As one of the first neighborhoods outside of the City's urban core, the Oak Park Subarea has the oldest housing stock with close to a third of its

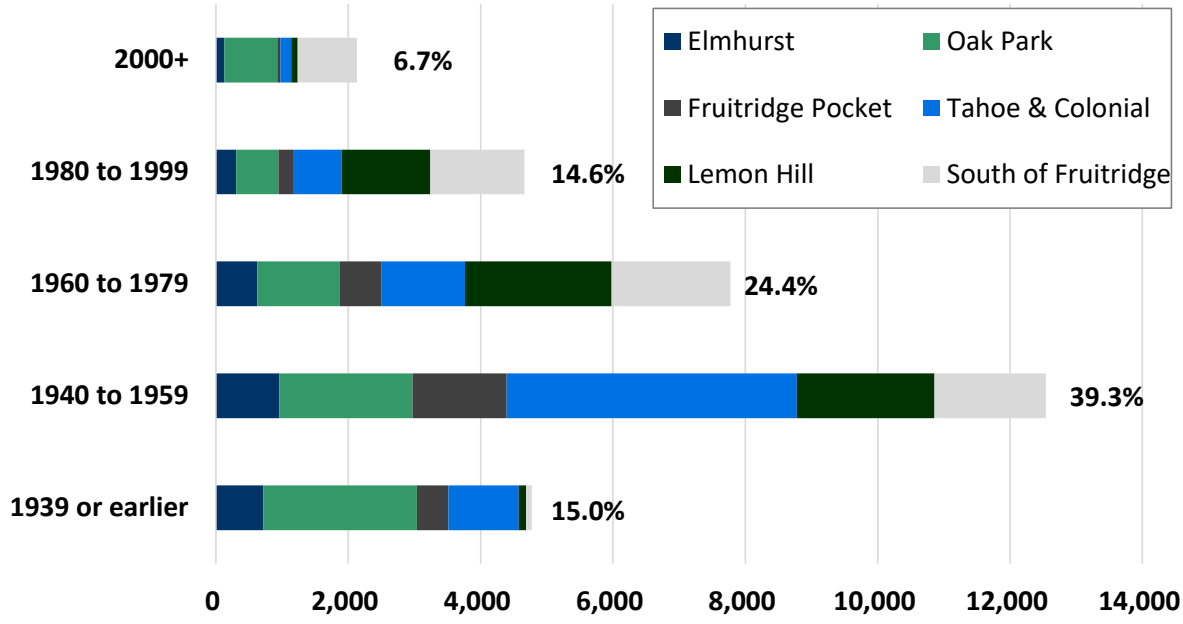
[23] Murphy, Katy. Bay Area residents seek the California dream – in Sacramento. The Mercury News. [online] Available at: https://www.mercurynews.com/2017/11/18/bay-area-residents-seek-the-california-dream-in-sacramento/ [Accessed January 2021].
[24] Hamann, Emily. Sacramento foreast to be NO. 1 for housing market growth in 2021. Sacramento Business Journal. [online]] Available at: https://www.bizjournals.com/sacramento/news/2020/12/07/realtor-forecast-sacramento-2021.html [Accessed January 2021].
[25] Eisen, Ben. Covid-19 Upended Americans' Finances, Just Not in the Ways We Expected. *The Wall Street Journal*. [online] Available at: https://www.wsj.com/articles/covid-upended-americans-finances-just-not-in-the-ways-we-expected-11609081200?mod=e2fb [Accessed January 2021].

Table 3-1. Total Housing Units by Subarea (2000-2020)

Item	Housing Units									
					Change 2000-2020			Change 2010-2020		
	2000	2010	2020	2020 Units as % of Study Area	Total	%	Avg. Annual Change	Total	%	Avg. Annual Change
Study Subarea										
Elmhurst	2,554	2,668	3,003	9.2%	449	17.6%	22	335	12.6%	34
Oak Park	6,368	6,419	7,089	21.7%	721	11.3%	36	670	10.4%	67
Fruitridge Pocket	2,784	2,789	2,880	8.8%	96	3.4%	5	91	3.3%	9
Tahoe & Colonial	7,820	7,427	7,613	23.3%	(207)	(2.6%)	(10)	186	2.5%	19
Lemon Hill	5,802	5,819	6,037	18.5%	235	4.1%	12	218	3.7%	22
South of Fruitridge	5,421	5,929	6,036	18.5%	615	11.3%	31	107	1.8%	11
Total Study Area	**30,749**	**31,051**	**32,658**	**100.0%**	**1,909**	**6.2%**	**95**	**1,607**	**5.2%**	**161**

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2020 and 2025 converted Census 2000 data into 2010 geography; EPS.

Figure 3-1. Housing Units by Year Built in the Study Area and Percentage of Total (2018)



Source: U.S. ACS 5-Year Estimates DP04 2018; EPS.

approximately 7,000 units built before 1940. The majority of the housing units in the other Subareas were built between 1940 to 1959 and very few new housing units (about 2,130 units, or 7 percent of total housing inventory) have been developed after the year 2000. Most newer housing units (units constructed after the year 2000) have been constructed in the South of Fruitridge Subarea (nearly 900 units) and Oak Park Subarea (about 800 units).

Much of the newer housing that developed in the South of Fruitridge Subarea has included both rental and ownership housing near Lemon Hill Avenue, east of Stockton Boulevard. A surge of new residential development in and near the Oak Park Subarea, commenced in 2003 with a commercial revitalization project called 40 Acres located on the southwest block of Broadway and 35th Street.[26] Following the project's success, and located kitty-corner to 40 acres, a local architect constructed 10 live-work lofts in 2008.[27] Thereafter, bolstered by continued Study Area job growth driven by the Med Center facilities and SMUD headquarters, as well as consumer preferences for living in urban locations close to employment opportunities and services, several projects with a mix of residential and commercial uses were developed in the Oak Park and Elmhurst Subareas, as summarized below.

- **Broadway Triangle** is a mixed-use redevelopment project completed in 2014 comprising 29 units, 23 of them for sale and the rest for-rent lofts, along with 10,000 square feet of retail located in the Oak Park Subarea.
- **Oak Park Creatives** is 6-unit market rate single family project located on 2nd Avenue in the Oak Park Subarea, completed in 2017.
- **The Alchemy Project** includes 9 market rate single family homes around 1,400 square feet, located in the Oak Park Subarea, completed in 2018.
- **The Grounds at Tahoe Park**, comprises 44 market rate single family homes located in the Elmhurst Subarea. The homes range in size from 1,700 – 2,500 square feet and is 95 percent sold.
- **The Gio**, completed in early 2020, is a market-rate, mixed use, "smart" project and includes 213 units, a parking garage, resident amenities including a rooftop pool and community room, and 4,300 square feet of ground floor retail. As of January 2021, this project has 91 percent occupancy. The high-end residential project is located in the Elmhurst Subarea and has primarily attracted nearby medical facility employees.

[26] Johnson, Hillary Louise, 2017. The Place Maker. *Sactown Magazine*. [online] Available at: https://www.sactownmag.com/the-place-maker/ [Accessed January 2021].
[27] Ibid.

Housing Tenure

In 2018, the majority of the Study Area's households were renter-occupied, with 54 percent of the area's residents renting their homes, an increase from about 50 percent in 2010. See **Table 3-2**. The City, which has a lower percentage of renter-occupied households (48 percent) relative to the Study Area, also experienced an increase in renter-occupied households, from 45 percent in 2010 to 48 percent in 2018.

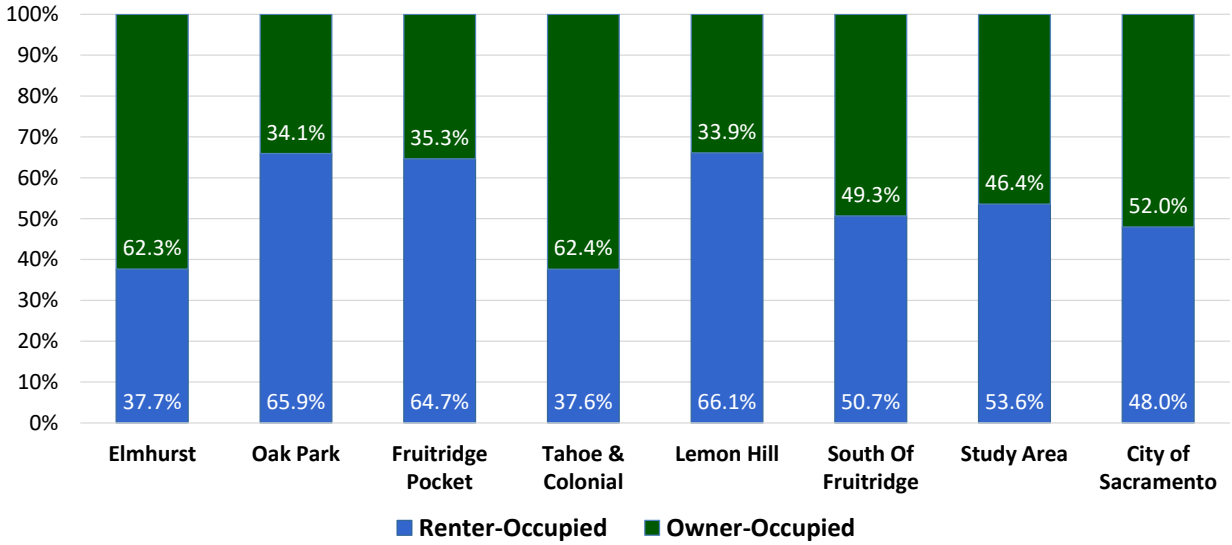
The Elmhurst and Tahoe & Colonial Subareas diverge from the Study Area's majority of renter-occupied households, each with approximately 62 percent of their households comprising owner-occupied dwelling units. See **Figure 3-2**.

Table 3-2. Household Tenure Summary by Study Subarea (2018)

Item	Owner-Occupied Households		Renter-Occupied Households		Total Occupied Households	
	Total	% of Total	Total	% of Total	Total	% of Total in Study Area
Study Subarea						
Elmhurst	1,590	5.4%	961	3.2%	2,551	8.6%
Oak Park	2,139	7.2%	4,139	14.0%	6,278	21.2%
Fruitridge Pocket	895	3.0%	1,637	5.5%	2,532	8.5%
Tahoe & Colonial	4,547	15.3%	2,745	9.3%	7,292	24.6%
Lemon Hill	1,841	6.2%	3,590	12.1%	5,431	18.3%
South of Fruitridge	2,743	9.3%	2,817	9.5%	5,560	18.8%
Total Study Area	**13,755**	**46.4%**	**15,889**	**53.6%**	**29,644**	**100.0%**
City of Sacramento	**89,283**	**52.0%**	**82,321**	**48.0%**	**171,604**	**100.0%**

Source: U.S Census ACS 5-Year Estimates B25032 2018; EPS.

Figure 3-2. Housing Tenure Percentage: City of Sacramento and Study Area (2018)



Source: U.S Cenus ACS 5-Year Estimates B25032 2018; EPS.

Units in Structure

The Study Area is characterized by a predominance of single-family dwelling units. As of 2018, nearly 80 percent of all housing units were single-family units, relative to about 67 percent in the City overall. Conversely, about 19 percent of total housing units in the Study Area were multi-unit dwellings compared with 31 percent Citywide. See **Table 3-3**.

As of 2018, the Tahoe & Colonial Subarea had the largest concentration of single-unit dwellings, comprising about 95 percent of all housing in this subarea, whereas Lemon Hill's single-unit dwellings comprise about 65 percent of its housing supply (less than the Citywide average). Multi-unit dwellings are most heavily concentrated in Lemon Hill and Oak Park, comprising 33 and 27 percent of each Subarea's supply, respectively. Structures with 5+ units reflect the majority of the supply of multi-unit dwellings in all of the Subareas, similar to the characteristics of multi-unit housing throughout the City. Notably, the South of Fruitridge Subarea contains a concentration of manufactured homes, comprising nearly 9 percent of all units in this subarea.

Table 3-3. Units in Housing Structures (2018)

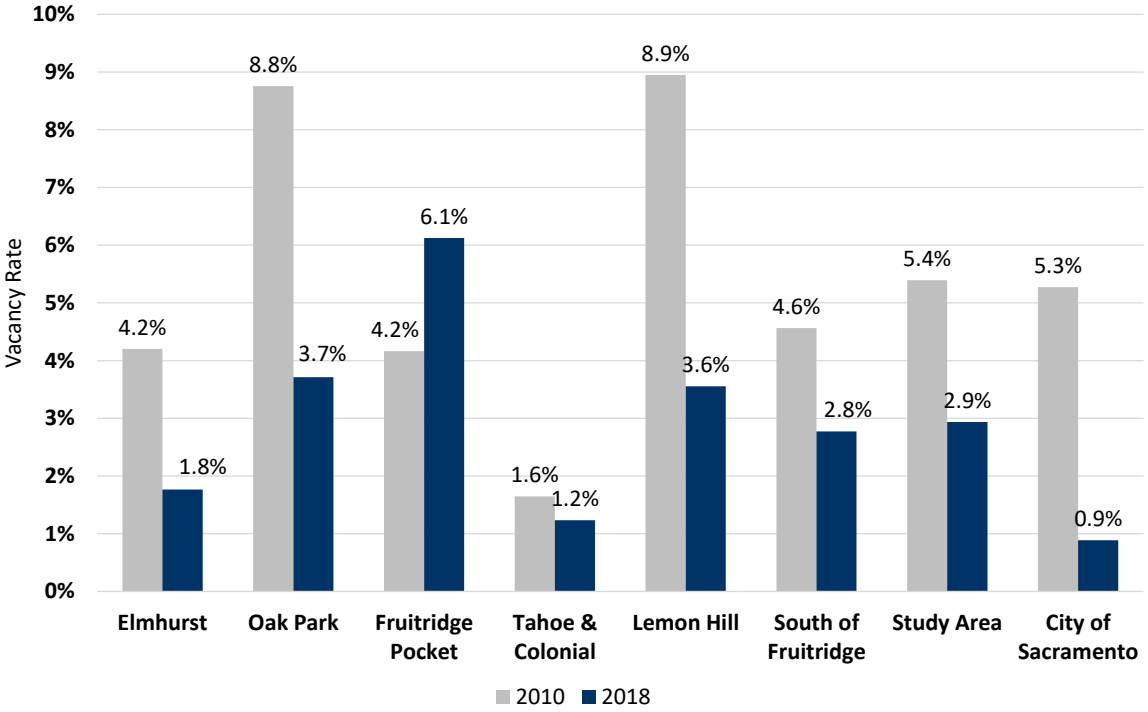
	Housing Units (2018)										
			Multi-Unit Dwellings								
	Single Dwelling Unit		2 - 4 Units		5+ Units		Total		Mobile / RV		
Item	Total	%	Total	%	Total	%	Total	%	Total	%	**Total**
Study Subarea											
Elmhurst	2,115	77%	94	3.4%	533	19.4%	627	22.9%	0	0.0%	**2,742**
Oak Park	5,073	72%	574	8.2%	1,344	19.1%	1,918	27.3%	28	0.4%	**7,019**
Fruitridge Pocket	2,358	84%	315	11.2%	91	3.2%	406	14.5%	44	1.6%	**2,808**
Tahoe & Colonial	7,228	95%	196	2.6%	112	1.5%	308	4.1%	64	0.8%	**7,600**
Lemon Hill	3,820	65%	661	11.3%	1,280	21.9%	1,941	33.3%	72	1.2%	**5,833**
South of Fruitridge	4,452	76%	260	4.4%	632	10.7%	892	15.2%	538	9.1%	**5,882**
Study Area	25,046	79%	2,100	6.6%	3,992	12.5%	6,092	19.1%	746	2.3%	**31,884**
City of Sacramento	131,223	67%	14,846	7.6%	46,671	23.8%	61,517	31.4%	3,009	1.5%	**195,749**

Source: U.S. Census 5-Year ACS Table B25032 2010 and 2018; EPS.

Vacancy

As of 2018, the housing market in the Study Area was strong, with an overall vacancy rate of only 2.9 percent for both owner-and renter-occupied units, compared to an even stronger market Citywide, with a vacancy rate of less than 1.0 percent. See **Figure 3-3**. As expected, the owner-occupied market in the Study Area had less movement than the rental market with very little vacancy (1.8 percent), though the rental market also had a low vacancy rate of about 4 percent. Typically, a healthy residential market has enough vacancy to allow for normal movement, with an industry standard of about 5-10 percent. If an area's vacancy falls below the 5-10 percent range the market is considered tight, which can make it difficult to find available, affordable housing.

Figure 3-3. Vacancy Rate Study Subarea and City of Sacramento (2010 and 2018)



Source: U.S Cenus ACS 5-Year Estimates Table B25032 2010 and 2018; EPS.

As of 2018, the Fruitridge Pocket Subarea had the highest vacancy rate with 6.1 percent vacancy in all units (based on a 7.8 percent vacancy rate in renter-occupied units and a 3.0 percent vacancy in owner-occupied units). In addition, the Fruitridge Pocket is the only Subarea that experienced an overall increase in vacancy between 2010 and 2018. All other Subareas experienced decreased vacancy rates between 2010 and 2018, with the largest decrease occurring in the Lemon Hill and Oak Park Subareas, both dropping from about 9 percent down to about 3.5 percent vacancy.

Home Value and Sales Price

In 2018, the average median value for owner-occupied households in the Study Area was $235,640, approximately 33 percent lower than the median value for the City as a whole.[28] The average median home value in the Study Subareas 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 Study Area, as shown in **Map 3-1**. 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.

In the Elmhurst, Oak Park, and South of Fruitridge Subareas, the median value of homes increased slightly between 2010 and 2018 while the remaining Subareas including Fruitridge Pocket, Tahoe & Colonial, and Lemon Hill decreased.

Based on data from the Sacramento Association of Realtors, the median sales price for the Study Subareas in 2018 was about 30 percent higher than the median value from the ACS.[29] As of 2018, the Study Area's median home sales price was approximately $262,000, about 75 percent of City's median home sales price as shown in **Table 3-4**. With the exception of the Elmhurst Subarea, which had a median home sales price about 125 percent higher than the Citywide average, all Subareas had a substantially lower median home sales price ranging from $234,500 in Fruitridge Pocket to $307,000 in the Tahoe & Colonial Subarea. Between 2010 and 2018, median sales prices in the Study Area and the City have risen substantially over the past 8 years, with a much larger increase in the Study Area (nearly 120 percent increase) relative to the City (85 percent increase).

The percentage change for average household income between the same time period is grossly mismatched with the increases in sales prices in both the Study Area and the City. Median home sale prices in the Study Area surpassed the growth of median household incomes in every Subarea, with greater disparities of growth in the Tahoe & Colonial, Oak Park, and Fruitridge Pocket Subareas. The Tahoe & Colonial and Oak Park Subareas experienced the greatest amount of growth, with median sales prices rising by 242 percent and 219 percent, respectively. The Elmhurst Subarea experienced the lowest growth increase, although still substantial at a nearly 95 percent increase, which exceeded Citywide median sales growth.

[28] The median value per the ACS is based on the respondent's estimate of how much the property would sell for it were for sale and the price asked for the property if vacant.
[29] Actual home sale prices per the Sacramento Association of Realtors.

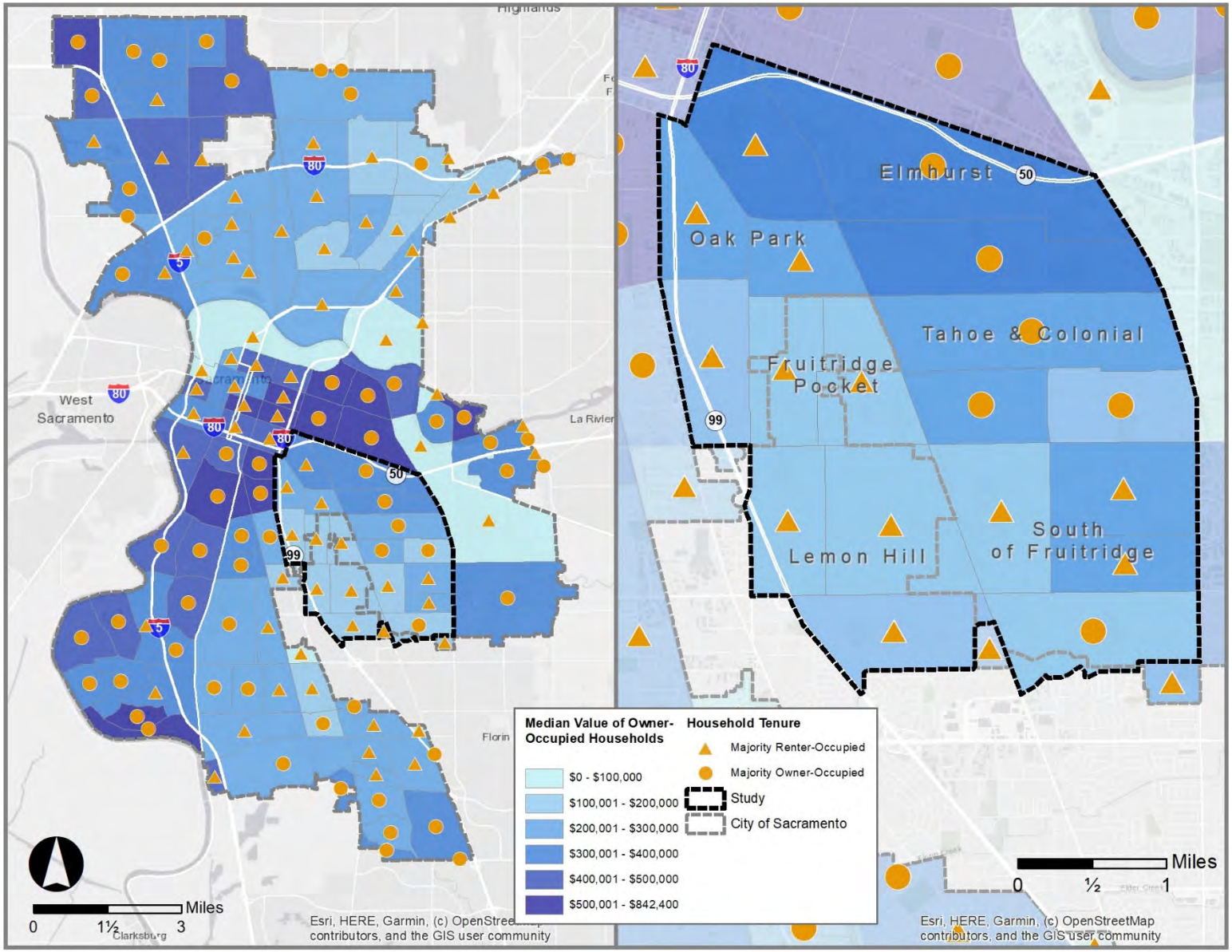
Table 3-4. Median Home Sales Prices (2010 in 2010$ and 2018 in 2018$)

Item	Zip Code(s) [1]	Median Home Sales Price		% Change	Median Household Income % Change 2010-2018 [3]
		2010 in 2010$	2018 in 2018$ [2]		
Study Subarea					
Elmhurst	95817, 95819	$222,000	$431,500	94.4%	39.8%
Oak Park	95817, 95820	$87,500	$278,700	218.5%	27.4%
Fruitridge Pocket	95820	$90,000	$234,500	160.6%	18.1%
Tahoe & Colonial	95820	$90,000	$307,900	242.1%	20.8%
Lemon Hill	95824, 95823	$110,000	$230,000	109.1%	11.3%
South of Fruitridge	95824, 95828	$117,000	$251,000	114.5%	19.7%
Study Area		$119,417	$262,000	119.4%	23.6%
City of Sacramento		$186,916	$345,000	84.6%	16.3%

Source: Sacramento Association of Realtors; U.S. Census ACS Table S1903 2010 and 2018; EPS.

[1] Sales data for 2010 by Census Tract was not accessible, EPS estimated median sales based on the median sales for the listed zip codes.
[2] Sales data for 2018 were available by Census Tract.
[3] Median household income derived from the US Census and reflects nominal dollars (not adjusted for inflation).

Map 3-1. Median Housing Value: Owner-Occupied Household and Housing Tenure Majority: City of Sacramento and Study Area (2018)



Residential Rental Rates

Average residential rental rates between 2010 and 2018 in the Study Area increased at a slower rate than in the City as a whole. Study Area rent increased 21 percent to $1,041 per month compared to the City's 39 percent surge and average rent of $1,211 per month. See **Table 3-5.** The Lemon Hill and Elmhurst Subareas experienced the largest rent increases within the 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 in the Study Area occurred in the Elmhurst Subarea ($1,092 per month), although average rent was about 11 percent lower than average rent citywide. See **2** for average rents in the Study Area. The lowest average rent occurred in the Oak Park Subarea, reflecting a rate about 58 percent lower than the City's average rent.

Comparing **Map 3-1** and **Map 3-2,** the Subareas with a majority of owner-occupied dwelling units tend to have the highest average rents, including the Elmhurst and Tahoe & Colonial Subareas. These areas also have a lower percentage of multi-unit dwellings within their housing supply.

With the exception of findings for the Lemon Hill Subarea, median household incomes in the Study Area are keeping pace with median residential rental rates. See **Table 3-5.** Rental rates in the Study Area increased 21 percent, while median household incomes grew by almost 24 percent. In comparison, residential rental rates Citywide increased by nearly 40 percent and median household income increased by only 16 percent. The Elmhurst, Oak Park, and South of Fruitridge Subareas experienced the larges income growth with median incomes surpassing rent growth by 13 to 17 percent, Tahoe & Colonial was smaller with a difference of 9 percent, where Fruitridge Pocket's increase in rent and income equaled out, and Lemon Hill's rent increase outpaced income.

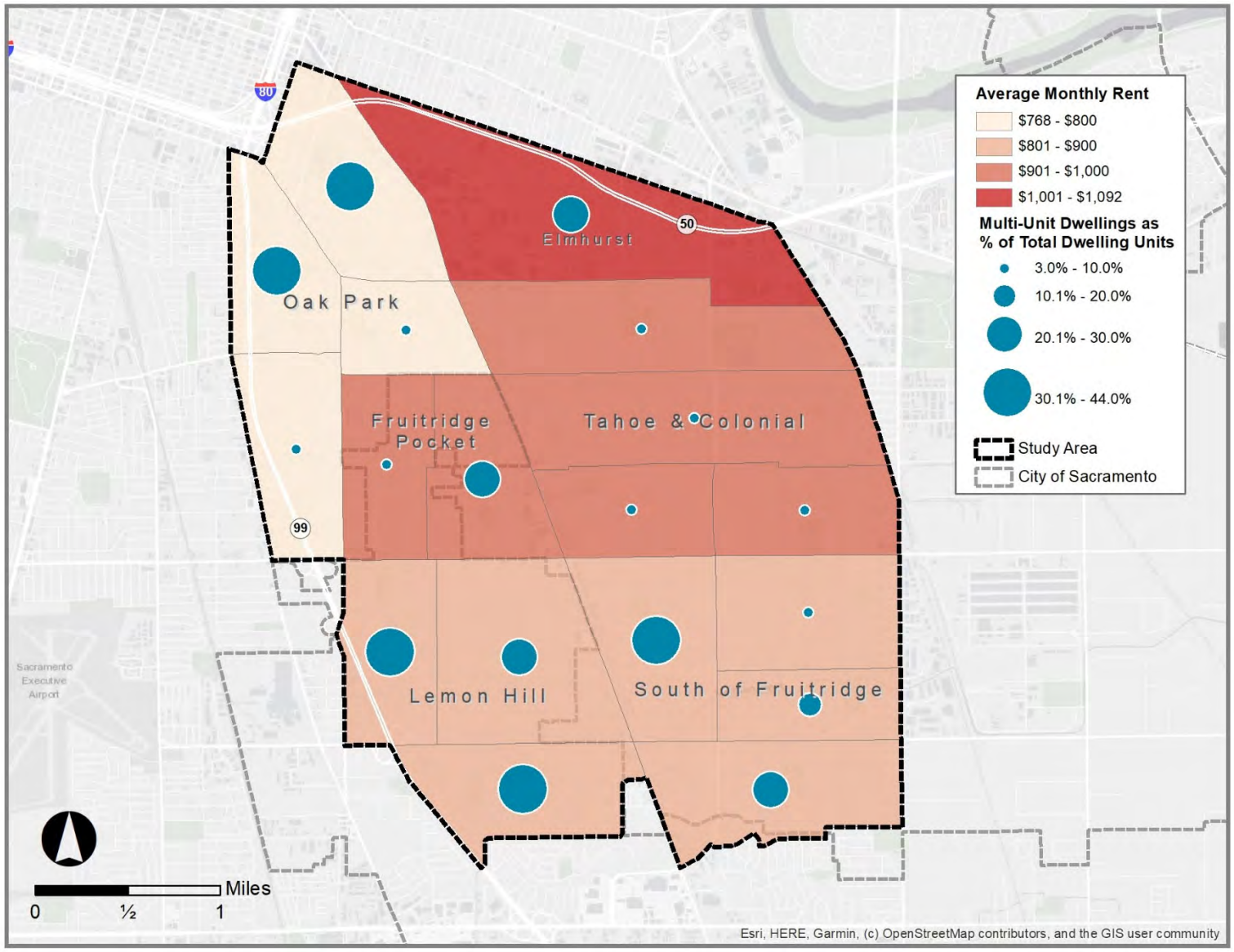
Table 3-5. Median Rent Prices (2010 in 2010$ and 2018 in 2018$)

Item	Median Rent		% Change	Median Household Income % Change 2010-2018 [1]
	2010 in 2010$	2018 in 2018$		
Study Subarea				
Elmhurst	$888	$1,092	23.0%	39.8%
Oak Park	$673	$768	14.1%	27.4%
Fruitridge Pocket	$799	$944	18.1%	18.1%
Tahoe & Colonial	$832	$929	11.7%	20.8%
Lemon Hill	$665	$860	29.3%	11.3%
South of Fruitridge	$794	$824	3.8%	19.7%
Study Area	$861	$1,041	20.9%	23.6%
City of Sacramento	$873	$1,211	38.7%	16.3%

Source: CoStar; U.S. Census ACS Table S1903 2010 and 2018; EPS.

[1] Median household income derived from the US Census and reflects nominal dollars (not adjusted for inflation).

Map 3-2. Average Monthly Rent and Multi-Unit Dwellings as a Percentage of Total Dwelling Units: Study Area (2018)



Commercial Market Context

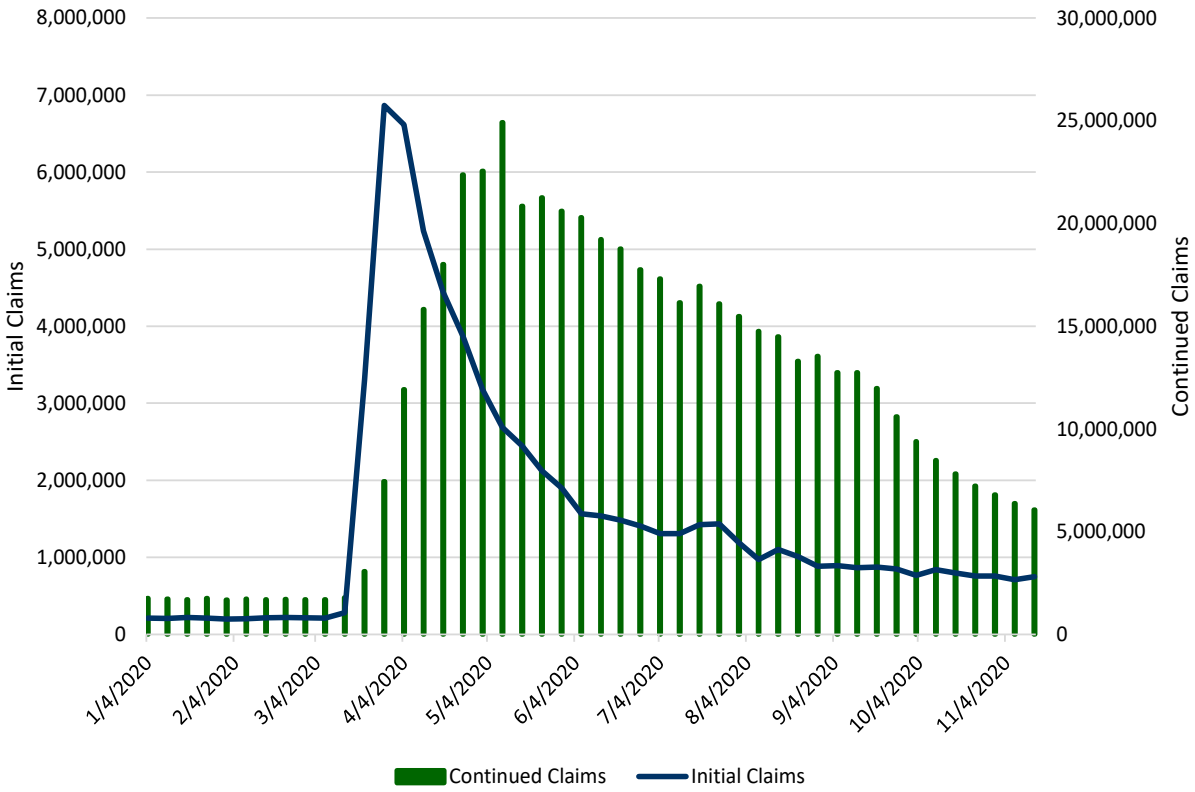
As we prepare this analysis, the Pandemic has altered the business-as-usual model, with surges in unemployment, structural changes in spending activity, and increased uncertainty and stresses for businesses and communities. Nationwide, unemployment abruptly reached Depression Era levels in the early stages of the pandemic, see **Figure 3-4**. Though unemployment claims decreased after initial public health orders to limit the spread through stay-at-home orders, the quantity of continued claims remains higher than before the onset of the pandemic.

According to the Brookings Institute, the industries that are at highest risk from the Pandemic are retail, transportation, employment services, and leisure and hospitality.[30] Assessing job industries by percentage in the City of Sacramento as of 2018, nearly 20 percent of jobs in the City of Sacramento are at the highest risk, as shown below in **Figure 3-5**, with 11 percent of jobs at risk in both Retail Trade and Accommodation and Food Services industries and 2 percent of jobs in the Transportation and Warehousing and Arts, Entertainment, and Recreation industries. Bearing that in mind, there is no single industry that has been completely unaffected by the Pandemic.

The advent of numerous medical treatments to mitigate the impacts of the Pandemic are currently in motion, although the timeline for treatment administration, and thus, the length and severity of the pandemic, is still unknown. Given the uncertain timeline, the specific longer-term economic implications will depend on how the crisis and future fiscal response continues to unfold. The economic impacts may result in permanent shifts in the commercial sectors or may dissipate over the long-term. Additional context regarding specific commercial sectors is provided in the following sections.

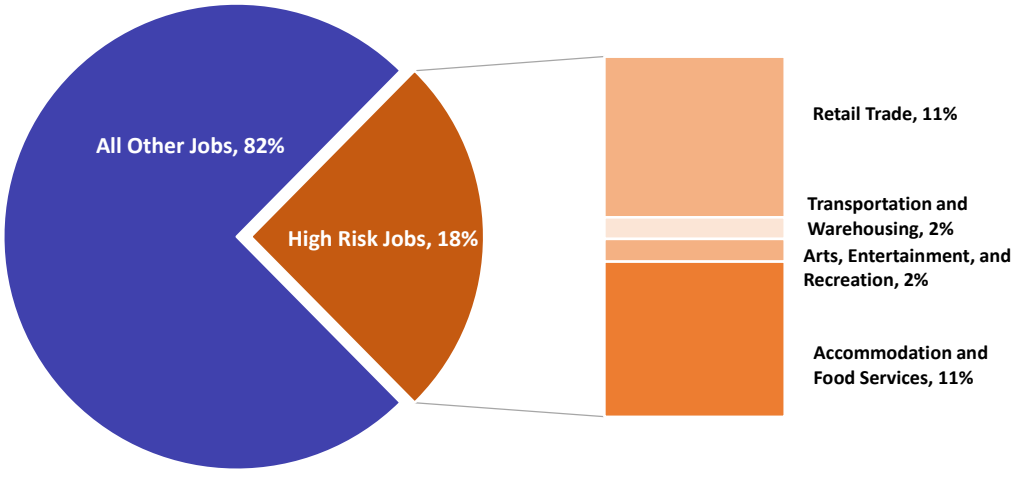
[30] Muro, Mark, Robert Maxim, and Jacob Whiton, 2020. The places a COVID-19 recession will likely hit hardest. *The Brookings Institute*. [online] Available at: https://www.brookings.edu/blog/the-avenue/2020/03/17/the-places-a-covid-19-recession-will-likely-hit-hardest/ [Accessed November 2020].

Figure 3-4. U.S. Unemployment Claims



Source: Federal Reserve Bank of St. Louis; EPS.

Figure 3-5. City of Sacramento Highest At-Risk Jobs by Industry (2018)



Source: U.S. Census OnTheMap 2018; EPS.

Retail

Beginning in 2009, the economic downturn, which spread across national and global markets, had a significant effect on the retail sector. At the national level, the combination of increased unemployment rates, reduced consumer credit, and an oversupply of retail space resulted in bankruptcies, store closures, and consolidations among a wide range of formerly successful retail chains that has continued through 2020.

Despite the volume of store closures, however, the dollar amount of retail spending continues to grow steadily, with the sector averaging about 5 percent growth in sales annually since 2010.[31] At the same time, leading retail industry trends are impacting the size of brick-and-mortar retail space and reducing demand for new retail space nationally and locally. These trends include:

- The influx of online shopping (e-commerce);
- A change in spending patterns in the retail landscape, with consumers shifting from purchasing material items to spending more on experiential retail, such as restaurants, grooming services, and health and wellness services;[32] and,
- A shift in consumer preferences for retail center types from large, enclosed malls to "lifestyle centers," mixed-use buildings in urban settings, and "main streets."[33]

Overall, retail uses may experience potentially long-lasting effects of the Pandemic. The decline of brick-and-mortar retail has been accelerated by the current circumstances and demand for the most successful retail developments of the past decade, which have focused on providing experiential uses, have been impacted as a result of shelter in place orders. As consumers spend less and save more, demand for retail experiences as well as certain goods and services may decline in the short term. However, as medical treatments advance and restrictions are lifted, consumers will likely have pent-up demand for the retail formats that have been restricted (namely, food and beverage and entertainment). And, with its ethos of adaptation, the retail sector will likely innovate with new retail concepts and formats as it adapts to the Pandemic's lingering impacts.

Office

In 2019, the national office real estate market exhibited a full recovery from the Great Recession, with its lowest post-recession vacancy rate, which actually fell below the 20-year vacancy rate average, and rental rates were increasingly strong.[34] The onset of the

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[31] U.S. Total Retail Sales (1999-2020). *The Census Bureau of the Department of Commerce.* [online] Available at: https://www.marketplacepulse.com/stats/us-ecommerce/us-total-retail-sales-113 [Accessed January 2021].
[32] Chen, Oliver, John Kernan and John Blackledge, 2017. Retail's Disruption Yields Opportunities—Store Wars! *Cowen and Company.* [online] Available at: https://www.cowen.com/insights/retaildisruption/ [Accessed December 2017].
[33] Ibid.
[34] ULI Real Estate Economic Forecast, November 2020.

Pandemic at the beginning of 2020 drastically altered work routines with approximately 42 percent of the U.S. labor force now working from home.[35] The effects of the Pandemic on the office market have not fully apparent since most office leases are multi-year contracts, though the long-term impacts to occupancy will gradually emerge.

The effects of the Pandemic also present challenges to potential opportunities for office development. Demand for office space may be reduced by the emergence of more viable remote working arrangements for many office workers. In addition, new office construction with improved technology for health safety may be advantaged over existing building stock with less of an ability to adapt.

Medical Office

With an aging population, over the past five years medical office has been booming on a national level with trends pointing to a shift from hospital visits to outpatient uses. Healthcare providers are focusing on integrated services in a campus setting. During the Pandemic there has been an increase in virtual doctor appointments, though it is difficult to predict whether this trend will be permanent. Like office space, improvements in building design and technology are expected to emerge as best practices are established to limit the spread of infectious disease.

Study Area Commercial Market Conditions

The following section examines the characteristics and trends of commercial uses in the Study Area to establish the context for accommodating future commercial development.[36]

Retail

Historically, the retail market in the Study Area has performed slightly below the Citywide average, with slightly higher vacancy rates and consistently lower monthly lease rates. As of 2020, the Study Area's nearly 2.7 million square feet of retail supply comprises about 7 percent of all retail square footage in the City, and its 378 retail buildings comprise about 10 percent of the City's total building inventory. See **Figure 3-6** and **Figure 3-7**.

Between 2010 and 2020, the total retail square footage in the 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 Study Area's population growth during this period. During the same time frame vacancy rates

[35] Wong, May, 2020. Stanford research provides a snapshot of a new working-from-home economy. *Stanford News*. [online] Available at https://news.stanford.edu/2020/06/29/snapshot-new-working-home-economy/ [Accessed November 2020].

[36] CoStar data relies on information from brokers and other real estate entities and may contain data inconsistencies. Note that all CoStar data reflects trends in both the Study Area and Plan Area, which do not align because the Study Area uses Census Tract boundaries whereas the Plan Area uses parcel boundaries.

decreased in the Study Area from 12 percent to 9 percent, but remain higher than the City's vacancy rate, which decreased from 10 percent down to 7 percent. Average monthly lease rates (NNN) in the Study Area remained constant over this period with an average of about $1.22 per square foot.[37] As of 2020 the lease rates achieved for retail in the Study Area are about 16 percent less than the rates secured in the City.

Recent retail investment and activity in the Study Area include the following:

- Redevelopment of the north end of the Fruitridge Shopping Center located at the southeast corner of Stockton Boulevard and Fruitridge Road in the **South of Fruitridge Subarea,** includes development of a new 15,000-square-foot CVS Pharmacy, a 2,200-square-foot Starbucks with a drive-thru, and an additional 13,868-square-foot multi-tenant retail building. This project is estimated to be completed in 2021.

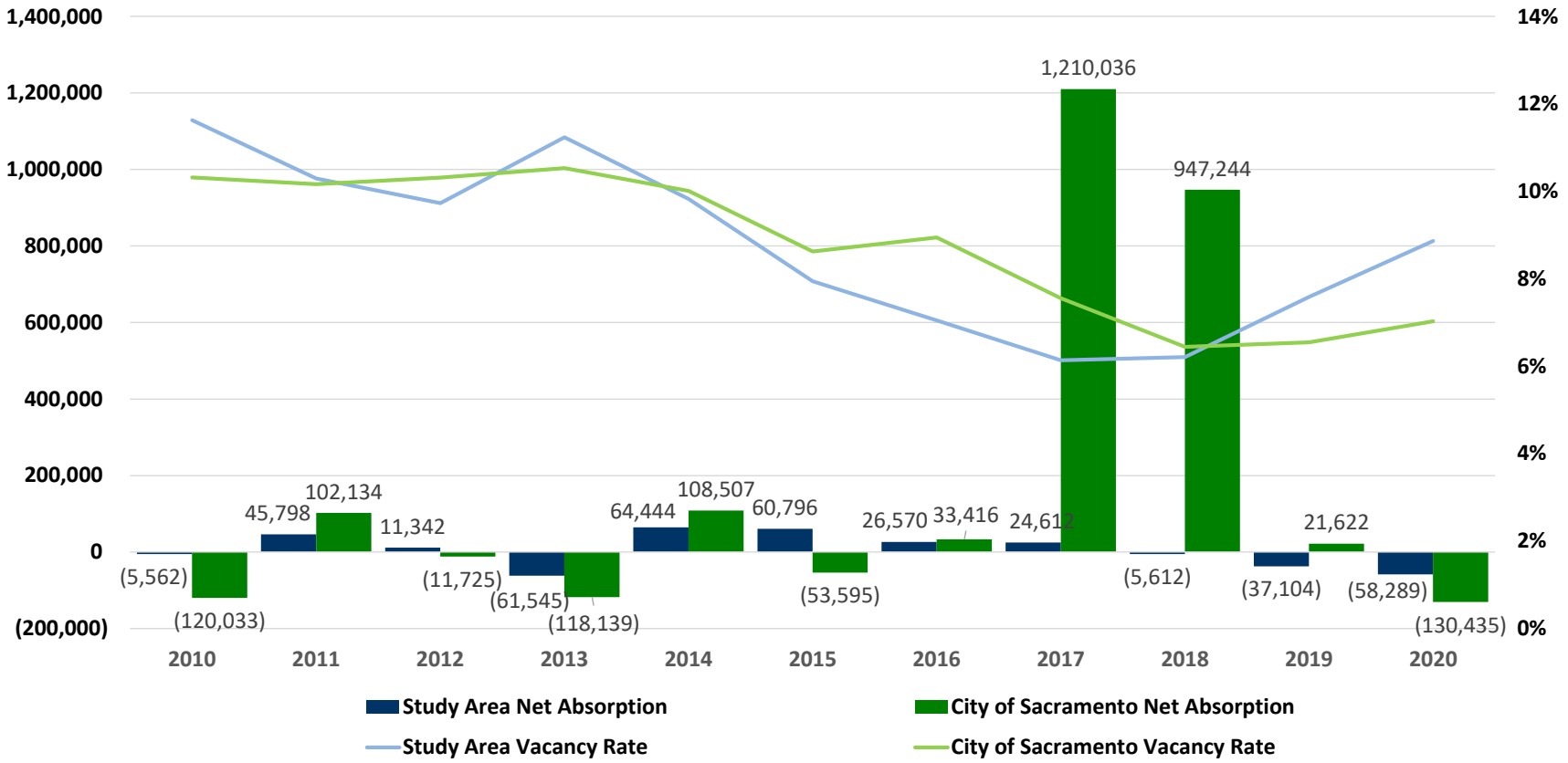
- Originally anchored by a now shuttered, K-Mart, Stockton Plaza, located in the **Fruitridge Pocket Subarea**, has slowly been refilling and redeveloping with the addition of a 22,000-square-foot Planet Fitness in 2015, a 20,000-square-foot Smart & Final in 2019, and other smaller retail shops. The addition of 26,000-square-foot Ross Dress for Less and a Dutch Bros. Coffee kiosk are planned for the center, timing is unknown.

- The Food Source discount grocery store located on the northwest corner of Stockton Boulevard and Broadway in the **Oak Park Subarea** shuttered in March 2020.

- The Broadway corridor in the **Oak Park Subarea** has experienced a number of small retail and restaurant additions and changes since the onset of many redevelopment projects over the past, almost 20 year, including the 40 Acres project, home to Old Soul, Fixin's Soul Kitchen, the Guild Theater, Underground Books, and a barber shop, and the Broadway Triangle District, a project that applied adaptive reuse to buildings on 5 block corners in to achieve a mix of retail and housing, including residential units called Triangle East and West, the Plant Foundry, the Pedroni Building retail strip, and myriad retail spaces in rehabbed flat iron buildings. Recent additions include Slim & Husky's Pizza Beeria, Oak Park Brewing Co., Strapping Gift Shop, Faria Bakery, and A Community for Peace social justice crisis center, many of which are either black- or woman-owned/run.

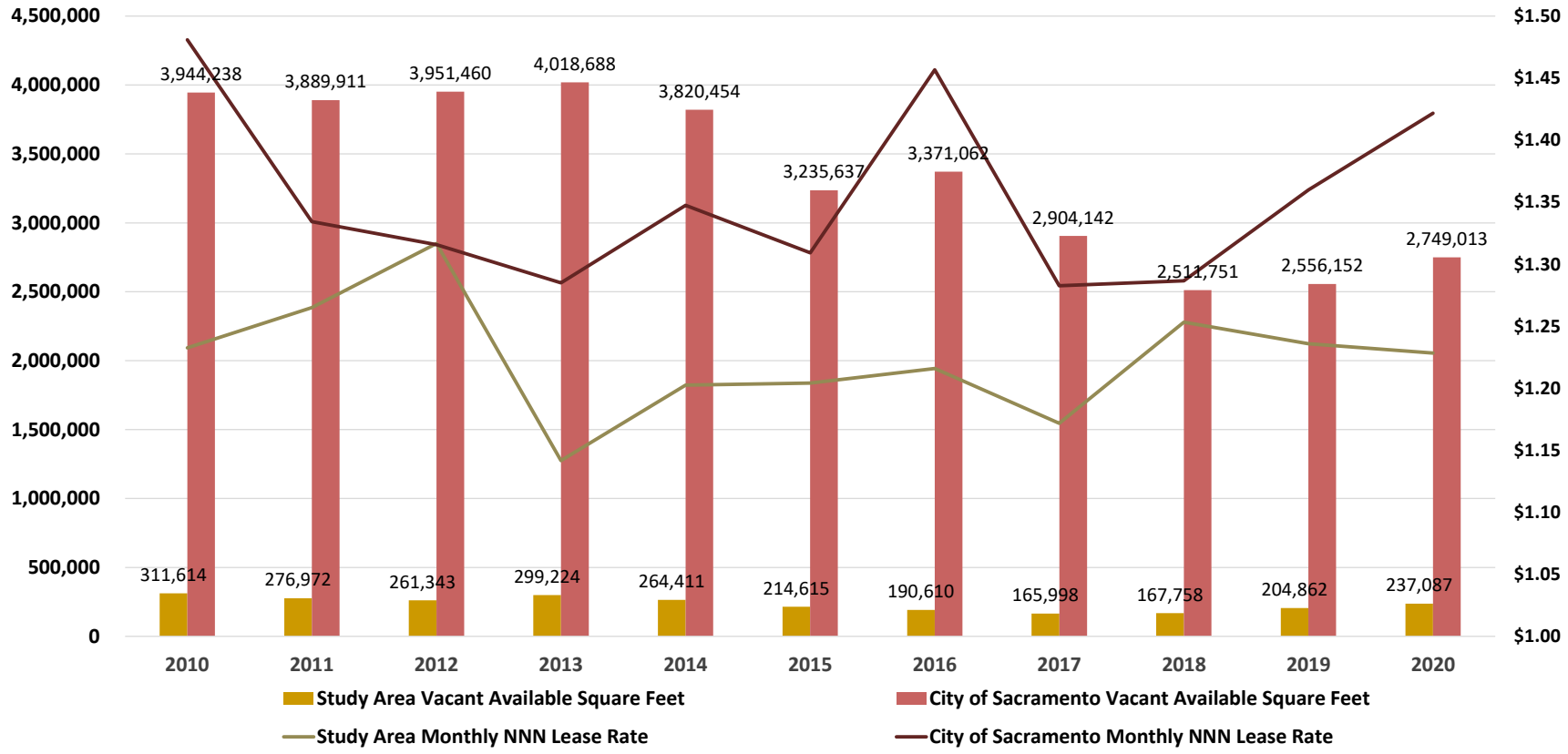
[37] CoStar lease rates are in current year dollars. NNN = Triple Net Rents, which means the tenant is required to pay property taxes, insurance, and maintenance in addition to their rent.

Figure 3-6. Retail Net Absorption and Vacancy Rate Trends: Study Area and City of Sacramento (2010-2020)



Source: CoStar; EPS.

Figure 3-7. Retail Total Vacant Inventory and Lease Rate Trends: Study Area and City of Sacramento (2010-2020)



Source: CoStar; EPS.

Office

With a predominance of residential, medical, and retail space, the Study Area does not play a strong role in the City's office market. The Study Area currently contains about 1.6 million square feet of space, representing about 3 percent of the City's total office square footage, and comprising older and relatively small office buildings. The Study Area's office inventory has an average year built or renovation of 1969 and an average size of 21,500 square feet per building.

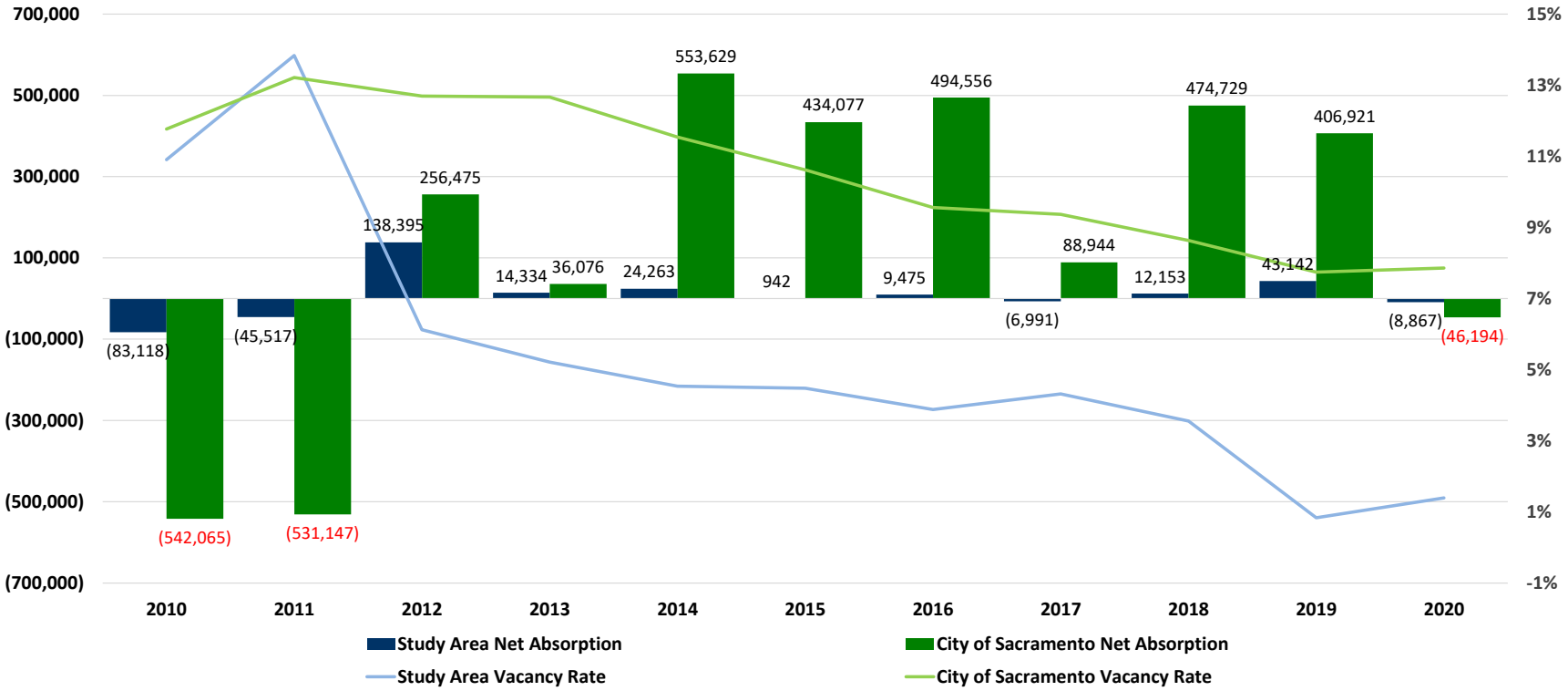
Office space inventory in both the Study Area and City increased slightly between 2010 and 2020, with the addition of 3 buildings in the Study Area totaling 34,100 square feet and 13 in the City totaling 451,300 square feet. Consistent with the type of office inventory in the Study Area, recent inventory additions include two buildings, both under 8,000 square feet located on the southeast corner of Stockton Blvd and 48th Ave. and a small 1,800-square foot office space in the new apartment building, The Gio. Vacancy rates in the Study Area dropped sharply from 11 percent to a little more than 1 percent over the 2010 to 2020 period, while the City's vacancy rate decreased at a less drastic rate from 12 percent to 8 percent. Despite the decline in vacancy, the Study Area experienced negative net absorption of about 91,400 square feet, indicating a greater amount of space was vacated or placed on the market than leased up and that net demand for office space has declined relative to supply in the Study Area. See **Figure 3-8** and **Figure 3-9**.

A 67,500-square-foot mixed use building located at 6760-6820 Stockton Boulevard was constructed on speculation in 2006 has never been occupied and remains completely vacant. The 4.5-acre project with potential for retail, office, medical, educational, or corporate uses is listed for sale with an additional 8.5 acres of land ready for construction.

Further indicating weak demand for office space in the Study Area, monthly lease rates decreased by about 29 percent in the Study Area down to $1.02 per square foot per month between 2010 and 2018.[39] 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.

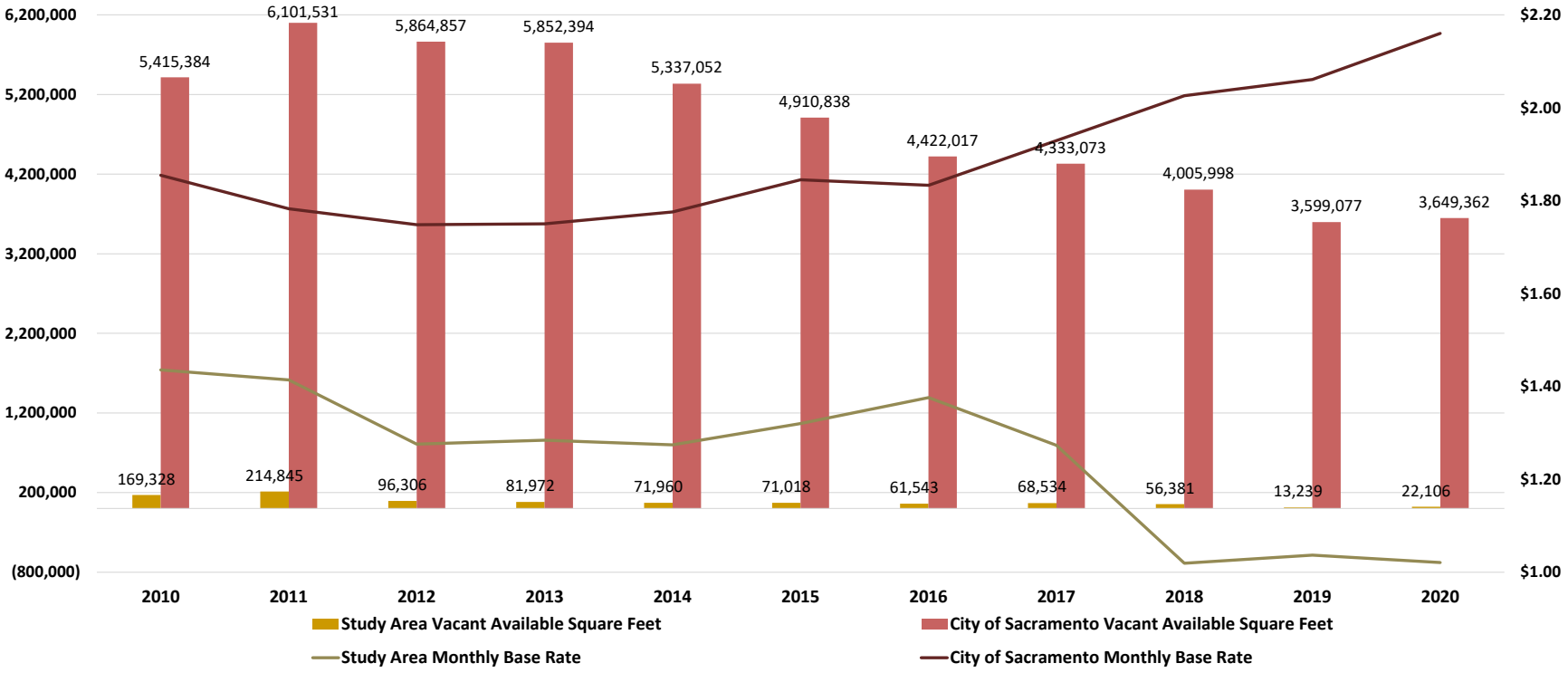
[39] CoStar lease rates are in current year dollars.

Figure 3-8. Office Net Absorption and Vacancy Rate Trends: Study Area and City of Sacramento (2010-2020)



Source: CoStar; EPS.

Figure 3-9. Office Total Vacant Inventory and Lease Rate Trends: Study Area and City of Sacramento (2010-2020)



Source: CoStar; EPS.

Medical Office

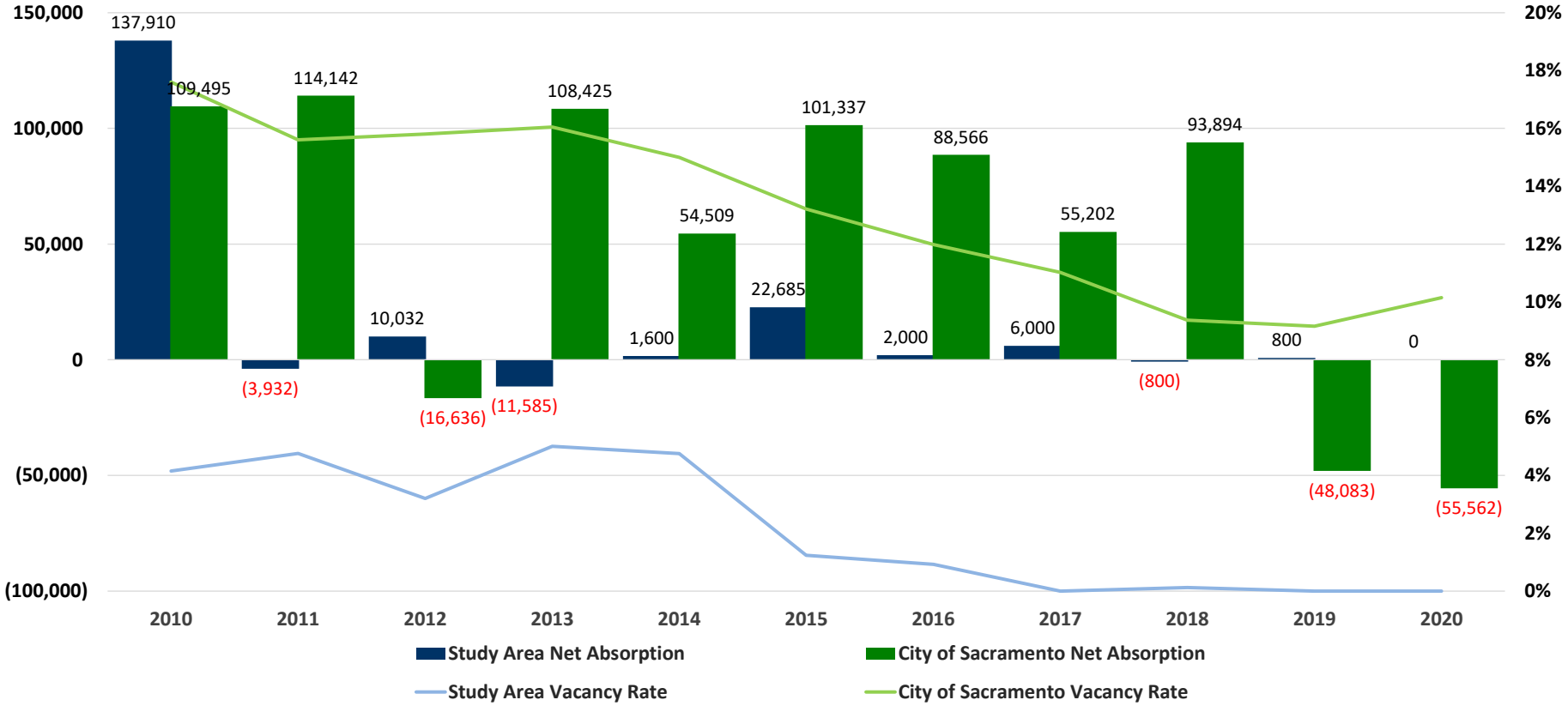
In the early 1900s, the State purchased over 150 acres along Stockton Boulevard, just north of Broadway, as a permanent site to house the annual California State Fair. Following the Fair's relocation to its current Cal Expo site, the acreage, located in the Elmhurst Subarea was sold to the UC Davis Medical Center, which is today a 625-bed multispecialty academic medical center.[40] In the late 1990s, the Shriners Hospital for Children opened an 80-bed regional pediatric medical center adjacent to the Medical Center, cementing the area as a major health care hub for the Sacramento Region and broader Northern California market.

In addition to these medical facilities, the Study Area provides a little over 11 percent of the City's medical office supply with a total of 645,157 building square feet. The Study Area did not add medical office inventory during the period between 2010 and 2020 but experienced positive net absorption of over 165,000 square feet, including the addition of a large 141,200-square-foot Sutter Health medical office building built in 2010 and other small lease transactions under 3,000 square feet. See **Figure 3-10** and **Figure 3-11.** While the medical office space in the Study Area declined to zero vacancy, monthly lease rates decreased in the Study Area from $1.98 per square foot to $1.25 per square foot.[41] In comparison, lease rates for medical office space in the City are substantially higher and remained nearly static, from $1.88 to $1.89.

The proposed Aggie Square project envisions 2.4 million-square feet of mixed use innovation and research center uses with various land use categories as shown in **Appendix B, Table B-1**. While the land use plan for Aggie Square does not specifically mention medical office space, its location adjacent to existing medical facilities and synergistic land uses could likely accommodate any projected additional demand in the Study Area.

[40] UC Davis Health About Us. [online] Available at: https://health.ucdavis.edu/aboutus/ [Accessed January 2021].
[41] CoStar lease rates are in current year dollars.

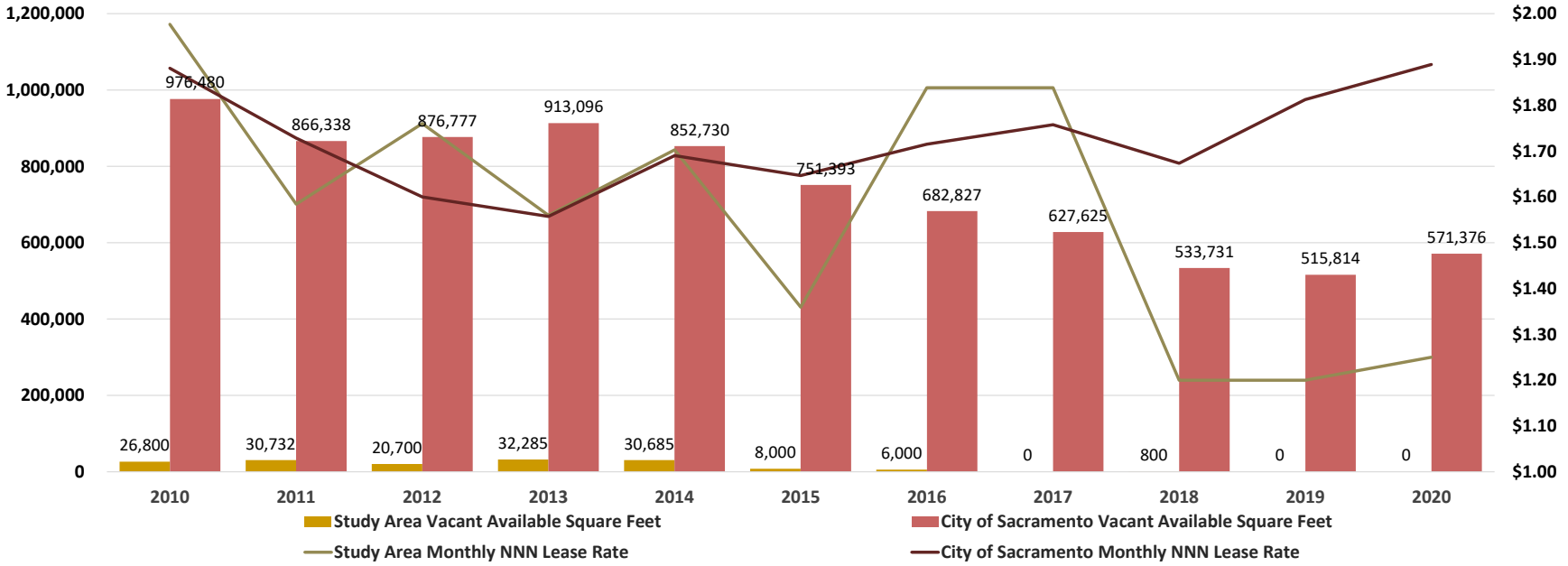
Figure 3-10. Medical Office Net Absorption and Vacancy Rate Trends: Study Area and City of Sacramento (2010-2020)



Note: This analysis does not include hospital space.

Source: CoStar; EPS.

Figure 3-11. Medical Office Total Vacant Inventory and Lease Rate Trends: Study Area and City of Sacramento (2010-2020)



Note: Lease rates for the Study Area in 2017 are unavailable from CoStar; value shown is equal to 2016 lease rates. This analysis does not include hospital space.

Source: CoStar; EPS.

Conclusions

In the Study Area, residential and retail development are likely the leading development land uses types due to the inexhaustible need for housing, especially affordable housing, and supportive retail. In addition, there is not much 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. The projected demand for housing units and retail space is discussed further in **Chapter 4**.

4. Future Growth and Market Demand

This Study estimates demand for housing and retail space based on projected household growth in the Study Area and household spending on retail goods and services. This chapter provides background information on historic, existing (as of 2020), and projected growth in the Study Area and the City based on growth projections published by SACOG. This chapter also examines the current level of market demand within the Study Area and estimates how much demand may be expected from planned growth. The spatial location of existing demand and future growth is also presented.

Residential Growth Projections

Based on data from ACS and SACOG, historical population and household trends and projected growth through 2040 are shown in **Table 4-1**.[42] The methodology used to estimate projected growth in the Study Area is described further later in this section.

As shown in **Table 4-1** and described in **Chapter 2**, as of 2020, the Study Area contained nearly 87,000 residents and almost 30,000 households. Based on 2036 SACOG data, which was extrapolated to determine projected growth by 2040 for this analysis, the Study Area is estimated to add almost 11,800 new residents and 4,040 new households by 2040. This level of growth is estimated to increase the Study Area population and households by a little more than 13 percent to 98,650 residents and 33,830 households by 2040, and translates into average, annual growth of about 590 residents and 200 households over the next 20 years. In comparison, between 2010 and 2018, the Study Area grew by an average of 480 residents and 170 households per year.

For context, the City is projected to add 96,900 new residents and 62,280 new households by 2040, translating into average annual growth of 4,850 residents and 3,100 households. Between 2020 and 2040, the Study Area is estimated to represent 12 percent of total Citywide population growth and 6 percent of household growth.

[42] SACOG "ZIP Code Tabulation Areas (ZCTA) and Traffic Analysis Zone (TAZ) level Summary 2012 Estimate, 2020, and 2036 Projections; February 2016." SACOG provides population, household, and employment data for years 2012, 2020, and 2036; SACOG data is not available beyond 2036 by TAZ. Thus, EPS used the average annual growth rate between 2012 and 2020 to interpolate the base year of 2018. EPS estimated growth through 2040, using the average annual growth rate from 2020 to 2036 from SACOG's projections, with adjustments, as necessary, based on the land use programs of approved and planned development projects in the Study Area.

Table 4- 1. Population and Household Estimates and Projections (2010-2040)

Item	Study Area [1] [2]			City of Sacramento [3]		
	Population	Households	Persons/HH	Population	Households	Persons/HH
Year						
2010	82,177	28,260	2.9	466,488	173,938	2.7
2012	84,004	28,837	2.9	467,467	176,061	2.7
2016	86,350	29,124	3.0	472,693	183,419	2.6
2018	86,005	29,644	2.9	508,517	182,677	2.8
2020	86,848	29,791	2.9	521,557	188,225	2.8
2035	95,562	32,770	2.9	601,234	243,717	2.5
2040	98,646	33,827	2.9	618,439	250,506	2.5
Growth (2020 - 2040)						
Number	11,798	4,037	--	96,882	62,281	--
% Change	13.6%	13.5%	--	18.6%	33.1%	--
Avg. Annual Change	0.6%	0.6%	--	0.9%	1.4%	--
Household Vacancy		5.0%			5.0%	
Housing Units (2020-2040)		*Housing Units*			*Housing Units*	
Total Projected Housing Units	--	4,238	--	--	65,395	--
Average Annual Housing Units	--	212	--	--	3,270	--

pop and hh

Source: U.S. Census Bureau, ACS Table S0101; Sacramento Area Council of Governments (SACOG) MTP 2020/SCS 2016, 2035, and 2040; SACOG 2016 MTP/SCS Modeling Projections by Traffic Analysis Zones (TAZ) for 2012, 2020 and 2036; EPS.

[1] SACOG's most recent projections are only available at city and county levels.
[2] Population and household estimates for the Study Area from 2010 to 2018 per ACS. Projections for 2020 to 2040 are based on ACS numbers escalated by SACOG average annual growth rates from the SACOG 2016 MTP/SCS Modeling Projections by Traffic Analysis Zones (TAZ) for 2012, 2020 and 2036.
[3] Population and household estimates for the City of Sacramento for 2010, 2012, and 2018 per ACS. Estimates and projections from 2016 to 2040 per SACOG MTP 2020/SCS 2016, 2035, and 2040.
[4] The average vacancy rate in the Study Area between 2010 and 2018 is 4.2% and 3.1% in the City of Sacramento. EPS assumes a 5.0% vacancy rate for future housing housing.

Growth Projection Methodology

SACOG's current 2040 projections provide residential projections at the county and city level only, precluding the ability to estimate projected growth in the Study Area specifically. SACOG's previous projection dataset, which included projections through 2036, are offered at a smaller geographical level, the Traffic Analysis Zone (TAZ), an aggregation of which aligns with the Study Area boundary.[43] As such, EPS used SACOG's TAZ-level growth rates between 2020 and 2036 to extrapolate projections for the Study

[43] See Appendix C, Table C-2 for a list of Study Area TAZ and the SACOG projections.

Area through 2040. Citywide projections shown in **Table 4-1** reflect growth projections derived from SACOG's current 2040 dataset.

Estimated Housing Demand

The projected growth in households described in the previous section can be translated into projected demand for new housing units by applying a conservative vacancy rate to account for residential turnover. Despite historical low vacancy rates in the Study Area and City, this study applied an average vacancy rate of 5 percent, indicative of a healthy housing market, to determine residential demand for an additional **4,240 housing units**, or an average of 212 new housing units per year, between 2020 and 2040. In comparison, there was an average of 95 units added per year in the Study Area between 2000 and 2020.

SACOG projections indicate the bulk of new population and household growth is expected to occur in the Tahoe & Colonial, Oak Park, and South of Fruitridge Subareas. This study also notes current pipeline projects in **Appendix B, Table B-1** and **Table B-2** located in the Study Subareas. This list includes recently completed projects (e.g., The Gio) and projects that have been proposed or are under review. To date, there are an estimated 1,558 additional units (excluding The Gio) proposed for development in the Study Area, including one known affordable housing project containing 116 units. While not explicitly included in the 2036 SACOG projections, these pipeline projects will fulfill a proportion of projected growth.

Market Rate Residential Demand

As shown in **Table 4-2**, as of 2018, about 27 percent of households in the Study Area achieved household income levels at or above what is defined as the "Median" Income in 2020 by the State of California Department of Housing and Community Development (HCD), which is $77,650 for a household size of 3, but varies based on household size.[44]

[44] HCD's income limits define income levels based on an Area's Median Income (AMI). In 2020, the AMI for Sacramento County for a family of 3 is $77,650. The income limits for households are defined as follows: "Extremely Low" is 30 percent or less of AMI; "Very Low" is between 30 percent and 50 percent of AMI, "Low" is between 50 percent and 80 percent of AMI; "Median" is between 80 percent and 100 percent of AMI; and "Moderate" is between 100 percent and 120 percent of AMI.

Table 4- 2. Households by Income Range: Study Area and City of Sacramento (2018)

Item	HCD Income Level [1]	2018 Households			
		Study Area		City of Sacramento	
		Households	%	Households	%
Income Range					
<$15,000	Extremely Low	4,947	16.7%	23,017	12.6%
$15,000 - $24,999	Extremely Low - Very Low	4,056	13.7%	17,172	9.4%
$25,000 - $34,999	Extremely Low - Very Low	2,957	10.0%	16,076	8.8%
$35,000 - $49,999	Very Low - Low	4,562	15.4%	22,469	12.3%
$50,000 - $74,999	Very Low - Low	5,218	17.6%	32,517	17.8%
$75,000 - $99,999	Low - Median - Moderate	3,365	11.4%	22,835	12.5%
$100,000 - $149,999	Above Moderate	2,948	9.9%	26,671	14.6%
$150,000 - $199,999	Above Moderate	952	3.2%	11,326	6.2%
$200,000+	Above Moderate	640	2.2%	10,595	5.8%
Total		**29,644**	**100.0%**	**182,677**	**100.0%**
Median Household Income		**$44,694**	-	**$58,456**	-

household income

Source: U.S. Census Bureau, ACS Table S1901 for 2019; United States Department of Housing and Urban Development FY 2020 Income Limits; State of California Department of Housing and Community Development, "State Income Limits for 2020"; EPS.

[1] EPS estimated the income range within the HCD 2020 income limits based on a household of 3 as shown in Table B-1.

This analysis estimates demand for market rate housing from the number of projected incremental new households with an average annual income of $75,000 or more, based on the 2020 median income of $77,650. The percentage of household by income range is based on the 2018 ACS income level percentages, which were applied to projected incremental new housing units.

Applying the income distribution percentages to future Study Area housing units establishes a projected demand for the addition of **1,130 market rate units** to be developed in the Study Area between 2020 and 2040, as shown on **Table 4-3,** equating to 27 percent of total housing units demanded in the Study Area.

The estimated minimum value in 2020 dollars of a market rate home is about $245,000 and minimum rent is $1,800 based on estimated housing costs based on the 2020 Income Limits AMI for Sacramento County shown in **Appendix B, Table B-4** and **Table B-5.** This means that this Study estimates about 27 percent of projected households, households defined as “Median” and higher, earn enough money to buy a home with a purchase price of $245,000 or more or to pay monthly rent of $1,800 or more using 35 percent of their income or less.[45] See **Table B-4** and **Table B-5** in **Appendix B** for more details regarding housing cost assumptions.

[45] Per the City of Sacramento's Mixed Housing Income Ordinance in Municipal Code Chapter 17.712, qualification for affordable housing prices shall be based on no more than 35% of income being applied to housing expenses.

Demand for 1,130 market rates units equals almost 80 percent of the proposed market rate residential units in the development pipeline summarized in **Table B-2**. That is, the estimated demand for 1,130 market rate units would be met if about 80 percent of the proposed, pipeline projects are approved and developed by 2040.

Table 4-3. New Study Area Household Demand by Income Level (2020-2040)

Item	HCD Income Level	Study Area Households: HH % by Income 2018	Study Area Households: Projected New Housing Units 2020- 2040 [1]
Formula		*A*	*B = A * 2020 -2040 Units*
Income Range			
$0 to $24,999	Extremely Low - Very Low	30%	1,287
$25,000 to $34,999	Extremely Low - Very Low	10%	423
$35,000 to $49,999	Very Low - Low	15%	652
$50,000 to $74,999	Very Low - Low	18%	746
$75,000 to $99,999	Low - Median - Moderate	11%	481
$100,000 to $149,999	Above Moderate	10%	421
$150,000 to $199,999	Above Moderate	3%	136
$200,000 or more	Above Moderate	2%	92
Total		**100%**	**4,238**
Residential Demand			
Market Rate	Median, Moderate, and Above Moderate	27%	1,130
Affordable	Extremely Low, Very Low, and Low	73%	3,108
Total Housing Units		**100%**	**4,238**

proj HH

Source: United States Department of Housing and Urban Development FY 2020 Income Limits; State of California Department of Housing and Community Development, "State Income Limits for 2020"; EPS.

[1] See Table 4-1.

Affordable Housing Demand

Also shown in **Table 4-2**, as of 2018, 73 percent of households in the Study Area fall within income levels defined by HCD as “Extremely Low”, “Very Low”, and “Low.” This means that 73 percent of households in the Study Area would be challenged to own a house that is priced at or above about $245,000 or pay more than about $1,800 per month for rent, which is the estimated calculation for a “Low” income household of 3.[46] The median sale price of homes in the Study Area as of 2018 was $262,000 and median monthly rents were about $1,100, as discussed in **Chapter 3.** This means that if a household spent 35 percent of their income on housing costs for purchasing a home, based on housing costs shown in **Table B-4** and **Table B-5**, more than the estimated 73 percent of households in the Study Area in 2018 would have not been able to purchase

[46] See **Table B-4** in **Appendix B** for estimated housing costs.

half of the existing housing supply in the Study Area or would have had to spend more than the estimated 35 percent of their income on housing costs. In addition, approximately 56 percent of households in the Study Area, households defined as "Extremely Low" and "Very Low", would not earn enough to spend 35 percent or less on half of the existing housing and would have had to spend more than the estimated 35 percent on their rental costs as shown in **Appendix B, Table B-4.**

Applying the 2018 income distribution percentages to future Study Area housing units for households that would be defined as "Extremely Low", "Very Low", and "Low" establishes a projected demand for the addition about **3,110 affordable units** to be developed in the Study Area between 2020 and 2040 as shown in **Table 4-3**. The only proposed project specifically designated as affordable in **Table B-2** is the project located in the Lemon Hill Subarea with 116 total units. If approved and developed, this project would meet 4 percent of demand for affordable units in the Study Area.

Estimated Retail Demand

This section reviews retail spending in the Study Area to estimate supportable retail in the Study Area from projected Study Area household growth and applies a range of capture rates to estimate different potential supportable retail sales and associated square footage scenarios. The potential capture for new retail located in the Study Area from new households will be based on the estimated extent of household spending and the addition of neighborhood-serving retail that may locate in the Study Area. The potential capture also depends on competitive retail options located directly adjacent to the Study Area and elsewhere, as well as in the City.

Existing Retail Inventory

As discussed in **Chapter 3**, the Study Area has an estimated 2.7 million square feet of retail space as of 2020. Stockton Blvd, Broadway, and Fruitridge are the main commercial corridors in the Study Area, which include "main street-type" commercial concentrations and neighborhood- and community-serving retail centers. Prominent retail centers in the Study Area are detailed below.

- In the Elmhurst Subarea, there is a stand-alone **Target** store on 65th St and 4th Avenue.
- The Food Source discount grocery store located on the northwest corner of Stockton Boulevard and Broadway in the Oak Park Subarea shuttered in March 2020 and is currently vacant. This space is anticipated that it will soon be re-leased to another grocery tenant. This center also has a **Walgreens** and **Chase Bank**.
- **Tallac Village Shopping Center**, on 14th Avenue in the Tahoe & Colonial Subarea, includes a smaller grocery store and smaller restaurants and service-oriented retail.

- The Fruitridge Pocket Subarea contains **Stockton Plaza**, which was originally anchored by a now shuttered K-Mart has been incrementally redeveloping with the addition of a 22,000-square-foot Planet Fitness in 2015, a 20,000-square-foot Smart & Final in 2019, and other smaller retail shops. The addition of 26,000-square-foot Ross Dress for Less and a Dutch Bros. Coffee kiosk are planned for the center.
- Also in the Fruitridge Pocket Subarea, the **Stockridge Plaza Shopping Center** includes a Foods Co grocery store, Harbor Freight Tools hardware, and other smaller retail.
- The Lemon Hill Subarea contains the **Pacific Rim Plaza,** located in the center of Little Saigon on Stockton and 65th St, which comprises about 140,000 square feet, with 43 tenant spaces in 6 buildings.
- The South of Fruitridge Subarea contains the **Fruitridge Shopping Center,** located at the southeast corner of Stockton Boulevard and Fruitridge Road. This center is currently undergoing redevelopment, with demolition of the original structure and development of a new 15,000-square-foot CVS Pharmacy, a 2,200-square-foot Starbucks with a drive-thru, and an additional 13,868-square-foot multi-tenant retail building. This project is estimated to be completed in 2021.

The following areas contain "main street-type" concentrations of retail in the Study Area:

- The section of Broadway in the **Oak Park Subarea** also discussed in Chapter 3, which includes redeveloped retail projects 40 Acres and the Broadway Triangle;
- Along Broadway straddling the **Elmhurst and Tahoe & Colonial Subareas**, which includes a variety of restaurants and service-oriented retail;
- On Stockton Blvd from about 10th Avenue to about 15th Avenue including smaller restaurants and retail.
- Franklin Blvd in the **Oak Park Subarea** from Fruitridge to 12th Ave, is a concentration of Hispanic-oriented retail and a strip of restaurants in the Curtis Park neighborhood.
- **The Little Saigon District**, which spans two miles along Stockton Blvd from Fruitridge to the southern City boundary includes a concentration of Vietnamese businesses as well as other retail in the **Lemon Hill Subarea.** This area includes, myriad restaurants and smaller retail stores, Rite Aid, the **Fruitridge Shopping Center** mentioned above, 4 larger ethnic supermarkets, a DD's Discounts, and the **Pacific Rim Plaza**, also mentioned above.

Notable competitive retail outlets located adjacent to the Study Area include:

- Retail on the Folsom Blvd corridor near Alhambra Blvd and then from 47th Avenue to about Power Inn Rd. This stretch includes a mix of small retail and restaurants, grocery stores and big box stores such as Home Depot and Office Depot.

- A continuation of retail along the Broadway corridor west of Hwy 99 includes Smart & Final, older restaurants and other small retail shops.
- The newly developed Crocker Village Shopping Center anchored by Safeway and Pet Supplies Plus.
- Florin Road, including the Florin Towne Center, anchored by Walmart, Dollar Tree, PetSmart, Burlington, and Autozone), Southgate Plaza (anchored by 99 Ranch and Ross), a FoodMaxx across from Southgate Plaza.

Projected Incremental New Retail Demand

The Study Area is estimated to capture newly created demand from residential growth in the Study Area.[47] To quantify retail demand of new Study Area households, EPS developed an analytical model that relies on current Study Area household income and consumer spending patterns.[48] Assumptions underlying each component of existing Study Area household demand can be found in **Appendix B**.[49]

Table 4-4 shows expenditure estimates per Study Area household. EPS estimates that, on average, Study Area households have a household income of approximately $44,694 and spend about 45 percent of their income on retail goods and services (approximately $20,000 per year).[50]

Study Area Capture of Study Area Demand

Through 2040, the Study Area is estimated to accommodate projected residential growth of about 4,040 new households, as described previously. For this analysis, an average of $17,300 per Study Area household is used to estimate total projected Study Area retail spending from new households.[51] New households in the Study Area are estimated to add an additional $69.6 million in spending power by 2040 as shown in **Table 4-4**. Existing and new retail development in the Study Area is estimated to capture a portion of this incremental new Study Area household spending.

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[47] To remain conservative, this Study does not estimate demand from the growth of Study Area employees with the assumption that demand for retail space already may be accounted for in household demand projections.

[48] Consumer spending patterns exclude spending on e-commerce retail goods and services, which are, as a conservative assumption, not anticipated to contribute to demand for physical retail space.

[49] **Table B-6** estimates the household retail expenditures based on median household income. **Table B-7** estimates the percentage of spending at retail stores by retail category.

[50] Includes retail spending on physical retail outlets only; excludes spending on e-commerce retail goods and services.

[51] EPS eliminated household spending on gas stations and motor vehicles and parts dealers from the total spending calculated in **Table B-6** as this analysis because part of the focus on this Project is to create a multi-modal, pedestrian and bicycle-friendly community with less orientation to the automobile that the area's historical past.

Table 4- 4. Study Area Demand from Incremental New Households (2020 – 2040) in 2018$

Item	Spending per HH [1]	Net New Study Area Household Spending (Demand) (2020 - 2040) [2]
Formula	*A*	*B = A * 4,037*
Projected New Study Area Households [3]		**4,037**
Retail and Food Services		
Home Furnishings and Appliance Stores	$1,557	$6,285,411
Bldg. Matrl. and Garden Equip. and Supplies	$995	$4,015,237
Food and Beverage Stores	$4,397	$17,747,234
Clothing and Clothing Accessories Stores	$1,513	$6,105,674
General Merchandise Stores	$3,119	$12,591,070
Food Services and Drinking Places	$3,920	$15,823,354
Other Retail	$1,754	$7,079,530
Total	**$17,254**	**$69,647,509**

Source: EPS.

NOTE: FIGURES MAY NOT TOTAL BECAUSE OF ROUNDING.

[1] See Table B-6.
[2] The demand from Market Area household growth is derived by multiplying total households by the amount of spending per household for each retail category.
[3] See Table 4-1.

Retail outlets in the Study Area will not capture all of the incremental spending from new households; rather, the amount captured will depend on factors such as the extent of household spending, the type of retail that may locate in the Study Area, and competitive retail options located directly adjacent to the Study Area, as well elsewhere in and outside of the City and County. Applying a range of capture rates from low to high estimates potential scenarios of how much additional retail may be supported in the Study Area. These capture rate scenarios estimate that incremental new Study Area household spending may range from about $17.4 million to $52.2 million. Based on this level of household spending, supportable retail square feet may range from about **40,100** to **120,230 supportable retail square feet**, as shown in **Table 4-5**.[52]

[52] Supportable square feet is calculated by dividing estimated supportable sales by average total retail sales per square foot as shown in **Table B-8.**

Table 4- 5. Projected Supportable Retail Sales and Square Feet: Study Area (2020-2040) in 2018$

Item	Net New Study Area Household Spending (Demand) (2020 - 2040) [2]	Range of Study Area Captured Supportive Sales from New Households (2020 - 2040) 25%	75%	Estimated Retail Sales per Square Foot [1]	Range of Supportive Retail Square Footage in the Study Area (2020 - 2040) 25%	75%
Formula	*A = Table 4-4*	*B = A * 25%*	*D = A * 75%*	*E*	*F = B * E*	*H = D * E*
Retail and Food Services						
Home Furnishings and Appliance Stores	$6,285,411	$1,571,353	$4,714,058	$573	2,741	8,224
Bldg. Matrl. and Garden Equip. and Supplies	$4,015,237	$1,003,809	$3,011,428	$389	2,583	7,749
Food and Beverage Stores	$17,747,234	$4,436,809	$13,310,426	$565	7,855	23,566
Clothing and Clothing Accessories Stores	$6,105,674	$1,526,418	$4,579,255	$404	3,777	11,331
General Merchandise Stores	$12,591,070	$3,147,767	$9,443,302	$393	8,006	24,019
Food Services and Drinking Places	$15,823,354	$3,955,839	$11,867,516	$537	7,361	22,082
Other Retail	$7,079,530	$1,769,882	$5,309,647	$228	7,753	23,258
Total	**$69,647,509**	**$17,411,877**	**$52,235,632**	-	**40,076**	**120,229**

Source: EPS.

[1] See Table B-8 for total retail sales per square foot by retail category.

The projected supportable retail space shown in this study is a conservative estimate based on data available at this time. Additional sources of demand could be achieved through capture of existing leakage (to the extent leakage exists), demand from employees that work in the Study Area, but do not reside in the Study Area, and pass-by traffic from populations outside of the Study Area. It is anticipated that this retail demand analysis may be refined, as needed, following supplemental conversations regarding community preferences related to new retail outlets, and the feasibility of specific retail concepts and tenants.

APPENDICES:

Appendix A: Employment and Jobs

Appendix B: Future Demand: Housing and Retail

Appendix C: Geographic Boundaries in the Study Area

APPENDIX A:

Employment and Jobs

Table A-1 Employed Residents by Industry: Study Area, City of Sacramento, and Sacramento County.....A-1

Table A-2 Employed Residents by Industry: Study Subareas (2 pages) A-2

Table A-3 Employed Residents by Occupation: Study Area, City of Sacramento, and Sacramento County (2 pages).....A-4

Table A-4 Employed Residents by Occupation: Study Subareas (3 pages) A-6

Table A-5 Jobs by Industry (2 pages) A-9

Table A-6 Jobs by Industry, Subareas (3 pages) A-11

Table A-1
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Industry (2010 - 2018)

Employed Residents by Industry (2010 - 2018)

Industry (NAICS) [1]	Study Area								City of Sacramento						Sacramento County					
	2010		2018		Change		2018 as % of		2010		2018		Change		2010		2018		Change	
	Total	Share	Total	Share	Total	%	City	County	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Ag., Forestry, Fishing and Hunting (11)	292	1.0%	351	1.0%	59	20.2%	29.8%	6.4%	1,242	0.6%	1,177	0.6%	(65)	(5.2%)	3,365	0.5%	5,486	0.9%	2,121	63.0%
Mining, Quarrying, Oil & Gas Extr. (21)	11	0.0%	38	0.1%	27	245.5%	35.5%	8.8%	84	0.0%	107	0.1%	23	27.4%	406	0.1%	432	0.1%	26	6.4%
Utilities (22)	199	0.7%	130	0.4%	(69)	(34.7%)	7.3%	1.9%	1,792	0.9%	1,780	0.9%	(12)	(0.7%)	6,200	1.0%	7,018	1.1%	818	13.2%
Construction (23)	2,583	8.5%	3,447	9.5%	864	33.4%	25.6%	7.9%	12,734	6.2%	13,446	6.6%	712	5.6%	46,938	7.5%	43,737	7.0%	(3,201)	(6.8%)
Manufacturing (31-33)	2,172	7.1%	2,179	6.0%	7	0.3%	19.4%	5.7%	10,533	5.2%	11,238	5.5%	705	6.7%	36,492	5.8%	38,148	6.1%	1,656	4.5%
Wholesale Trade (42)	730	2.4%	970	2.7%	240	32.9%	17.1%	5.7%	5,670	2.8%	5,664	2.8%	(6)	(0.1%)	18,389	2.9%	17,066	2.7%	(1,323)	(7.2%)
Retail Trade (44-45)	3,229	10.6%	4,072	11.3%	843	26.1%	18.4%	5.4%	20,848	10.2%	22,115	10.8%	1,267	6.1%	69,779	11.1%	75,105	12.0%	5,326	7.6%
Transportation and Warehousing (48-49)	1,280	4.2%	1,409	3.9%	129	10.1%	13.7%	4.6%	8,218	4.0%	10,315	5.0%	2,097	25.5%	24,130	3.9%	30,687	4.9%	6,557	27.2%
Information (51)	683	2.2%	502	1.4%	(181)	(26.5%)	12.6%	4.0%	5,831	2.9%	3,993	2.0%	(1,838)	(31.5%)	15,996	2.6%	12,415	2.0%	(3,581)	(22.4%)
Finance and Insurance (52)	654	2.2%	1,124	3.1%	470	71.9%	11.5%	3.4%	9,731	4.8%	9,755	4.8%	24	0.2%	34,660	5.5%	33,141	5.3%	(1,519)	(4.4%)
Real Estate and Rental Leasing (53)	415	1.4%	612	1.7%	197	47.5%	12.5%	4.0%	4,448	2.2%	4,899	2.4%	451	10.1%	14,846	2.4%	15,164	2.4%	318	2.1%
Prof., Scientific, and Tech. Services (54)	1,005	3.3%	1,588	4.4%	583	58.0%	9.8%	3.5%	14,408	7.0%	16,181	7.9%	1,773	12.3%	40,359	6.4%	45,698	7.3%	5,339	13.2%
Mgmt of Companies and Enterprises (55)	34	0.1%	37	0.1%	3	8.8%	18.0%	8.3%	154	0.1%	205	0.1%	51	33.1%	547	0.1%	448	0.1%	(99)	(18.1%)
Admin., Support & Waste Mgmt Svcs (56)	2,364	7.8%	2,664	7.4%	300	12.7%	22.8%	7.6%	10,676	5.2%	11,673	5.7%	997	9.3%	31,846	5.1%	34,865	5.6%	3,019	9.5%
Educational Services (61)	2,453	8.1%	2,661	7.4%	208	8.5%	13.2%	4.8%	15,925	7.8%	20,111	9.8%	4,186	26.3%	48,593	7.8%	55,152	8.8%	6,559	13.5%
Health Care and Social Assistance (62)	4,321	14.2%	4,707	13.0%	386	8.9%	14.7%	4.8%	26,819	13.1%	32,120	15.7%	5,301	19.8%	80,142	12.8%	98,273	15.7%	18,131	22.6%
Arts, Entertainment, and Recreation (71)	555	1.8%	1,020	2.8%	465	83.8%	18.5%	6.5%	4,281	2.1%	5,507	2.7%	1,226	28.6%	12,295	2.0%	15,661	2.5%	3,366	27.4%
Accommodation and Food Services (72)	2,692	8.9%	3,515	9.7%	823	30.6%	19.8%	7.0%	15,418	7.5%	17,756	8.7%	2,338	15.2%	40,418	6.5%	49,870	8.0%	9,452	23.4%
Other Services (except Public Admin.) (81)	1,738	5.7%	2,059	5.7%	321	18.5%	17.8%	5.9%	10,129	5.0%	11,596	5.7%	1,467	14.5%	30,891	4.9%	34,990	5.6%	4,099	13.3%
Public Administration (9A-9B)	2,986	9.8%	3,037	8.4%	51	1.7%	11.2%	4.2%	25,573	12.5%	27,160	13.3%	1,587	6.2%	69,602	11.1%	72,663	11.6%	3,061	4.4%
Civilian Employed Population 16 Years and Over	**30,396**	**100.0%**	**36,122**	**100.0%**	**5,726**	**18.8%**			**204,514**	**100.0%**	**226,798**	**100.0%**	**22,284**	**10.9%**	**625,894**	**100.0%**	**686,019**	**100.0%**	**60,125**	**9.6%**

res industry

Source: US Census Bureau ACS, 2010 and 2018 5-Year Estimates Subject Tables (TableID: S2403); EPS.

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

Table A-2
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Industry, Subareas (2010 - 2018)

Employed Residents by Industry, Subareas (2010 - 2018)

Industry (NAICS) [1]	Elmhurst						Oak Park						Fruitridge Pocket					
	2010		2018		Change		2010		2018		Change		2010		2018		Change	
	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Ag., Forestry, Fishing and Hunting (11)	66	2.8%	0	0.0%	(66)	(100.0%)	0	0.0%	30	0.4%	30	-	8	0.4%	120	4.6%	112	1400.0%
Mining, Quarrying, Oil & Gas Extr. (21)	0	0.0%	0	0.0%	0	-	0	0.0%	5	0.1%	5	-	0	0.0%	0	0.0%	0	-
Utilities (22)	68	2.9%	34	1.3%	(34)	(50.0%)	26	0.5%	55	0.7%	29	111.5%	0	0.0%	11	0.4%	11	-
Construction (23)	141	6.0%	158	6.1%	17	12.1%	462	8.5%	570	7.6%	108	23.4%	228	10.1%	439	16.7%	211	92.5%
Manufacturing (31-33)	47	2.0%	143	5.5%	96	204.3%	345	6.3%	418	5.5%	73	21.2%	214	9.5%	112	4.3%	(102)	(47.7%)
Wholesale Trade (42)	72	3.1%	73	2.8%	1	1.4%	146	2.7%	277	3.7%	131	89.7%	24	1.1%	107	4.1%	83	345.8%
Retail Trade (44-45)	99	4.2%	232	8.9%	133	134.3%	452	8.3%	666	8.8%	214	47.3%	270	12.0%	318	12.1%	48	17.8%
Transportation and Warehousing (48-49)	56	2.4%	51	2.0%	(5)	(8.9%)	242	4.4%	190	2.5%	(52)	(21.5%)	41	1.8%	83	3.2%	42	102.4%
Information (51)	32	1.4%	69	2.6%	37	115.6%	119	2.2%	120	1.6%	1	0.8%	0	0.0%	16	0.6%	16	-
Finance and Insurance (52)	45	1.9%	114	4.4%	69	153.3%	192	3.5%	269	3.6%	77	40.1%	16	0.7%	24	0.9%	8	50.0%
Real Estate and Rental Leasing (53)	13	0.6%	15	0.6%	2	15.4%	73	1.3%	121	1.6%	48	65.8%	0	0.0%	18	0.7%	18	-
Prof., Scientific, and Tech. Services (54)	198	8.4%	276	10.6%	78	39.4%	257	4.7%	548	7.3%	291	113.2%	24	1.1%	33	1.3%	9	37.5%
Mgmt of Companies and Enterprises (55)	0	0.0%	0	0.0%	0	-	34	0.6%	16	0.2%	(18)	(52.9%)	0	0.0%	0	0.0%	0	-
Admin., Support & Waste Mgmt Svcs (56)	36	1.5%	67	2.6%	31	86.1%	274	5.0%	403	5.3%	129	47.1%	411	18.3%	310	11.8%	(101)	(24.6%)
Educational Services (61)	341	14.5%	467	17.9%	126	37.0%	469	8.6%	553	7.3%	84	17.9%	154	6.9%	153	5.8%	(1)	(0.6%)
Health Care and Social Assistance (62)	507	21.5%	251	9.6%	(256)	(50.5%)	883	16.2%	1,290	17.1%	407	46.1%	480	21.4%	298	11.3%	(182)	(37.9%)
Arts, Entertainment, and Recreation (71)	5	0.2%	79	3.0%	74	1480.0%	128	2.3%	271	3.6%	143	111.7%	46	2.0%	68	2.6%	22	47.8%
Accommodation and Food Services (72)	183	7.8%	167	6.4%	(16)	(8.7%)	361	6.6%	592	7.8%	231	64.0%	86	3.8%	125	4.8%	39	45.3%
Other Services (except Public Admin.) (81)	149	6.3%	81	3.1%	(68)	(45.6%)	390	7.1%	456	6.0%	66	16.9%	186	8.3%	160	6.1%	(26)	(14.0%)
Public Administration (9A-9B)	296	12.6%	328	12.6%	32	10.8%	608	11.1%	695	9.2%	87	14.3%	60	2.7%	233	8.9%	173	288.3%
Civilian Employed Population 16 Years and Over	**2,354**	**100.0%**	**2,605**	**100.0%**	**251**	**10.7%**	**5,461**	**100.0%**	**7,545**	**100.0%**	**2,084**	**38.2%**	**2,248**	**100.0%**	**2,628**	**100.0%**	**380**	**16.9%**

Source: US Census Bureau ACS, 2010 and 2018 5-Year Estimates Subject Tables (TableID: S2403); EPS.

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

Table A-2
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Industry, Subareas (2010 - 2018)

Employed Residents by Industry, Subareas (2010 - 2018)

Industry (NAICS) [1]	201	Tahoe & Colonial						Lemon Hill						South of Fruitridge					
		2010		2018		Change		2010		2018		Change		2010		2018		Change	
	Total	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Ag., Forestry, Fishing and Hunting (11)	66	40	0.5%	27	0.3%	(13)	(32.5%)	108	1.8%	101	1.5%	(7)	(6.5%)	70	1.0%	73	1.0%	3	4.3%
Mining, Quarrying, Oil & Gas Extr. (21)	0	0	0.0%	33	0.4%	33	-	0	0.0%	0	0.0%	0	-	11	0.2%	0	0.0%	(11)	(100.0%)
Utilities (22)	68	97	1.3%	15	0.2%	(82)	(84.5%)	0	0.0%	9	0.1%	9	-	8	0.1%	6	0.1%	(2)	(25.0%)
Construction (23)	141	407	5.5%	789	8.4%	382	93.9%	599	10.0%	932	14.3%	333	55.6%	746	10.8%	559	7.5%	(187)	(25.1%)
Manufacturing (31-33)	47	320	4.3%	506	5.4%	186	58.1%	684	11.4%	418	6.4%	(266)	(38.9%)	562	8.1%	582	7.8%	20	3.6%
Wholesale Trade (42)	72	218	2.9%	187	2.0%	(31)	(14.2%)	143	2.4%	164	2.5%	21	14.7%	127	1.8%	162	2.2%	35	27.6%
Retail Trade (44-45)	99	809	10.9%	934	10.0%	125	15.5%	766	12.8%	965	14.8%	199	26.0%	833	12.1%	957	12.9%	124	14.9%
Transportation and Warehousing (48-49)	56	249	3.4%	459	4.9%	210	84.3%	350	5.8%	339	5.2%	(11)	(3.1%)	342	5.0%	287	3.9%	(55)	(16.1%)
Information (51)	32	139	1.9%	124	1.3%	(15)	(10.8%)	106	1.8%	81	1.2%	(25)	(23.6%)	287	4.2%	92	1.2%	(195)	(67.9%)
Finance and Insurance (52)	45	172	2.3%	380	4.1%	208	120.9%	84	1.4%	100	1.5%	16	19.0%	145	2.1%	237	3.2%	92	63.4%
Real Estate and Rental Leasing (53)	13	243	3.3%	187	2.0%	(56)	(23.0%)	67	1.1%	138	2.1%	71	106.0%	19	0.3%	133	1.8%	114	600.0%
Prof., Scientific, and Tech. Services (54)	198	394	5.3%	338	3.6%	(56)	(14.2%)	68	1.1%	210	3.2%	142	208.8%	64	0.9%	183	2.5%	119	185.9%
Mgmt of Companies and Enterprises (55)	0	0	0.0%	6	0.1%	6	-	0	0.0%	0	0.0%	0	-	0	0.0%	15	0.2%	15	-
Admin., Support & Waste Mgmt Svcs (56)	36	442	6.0%	722	7.7%	280	63.3%	465	7.7%	631	9.7%	166	35.7%	736	10.7%	531	7.1%	(205)	(27.9%)
Educational Services (61)	341	721	9.7%	992	10.6%	271	37.6%	376	6.3%	179	2.7%	(197)	(52.4%)	392	5.7%	317	4.3%	(75)	(19.1%)
Health Care and Social Assistance (62)	507	918	12.4%	1,176	12.5%	258	28.1%	704	11.7%	721	11.0%	17	2.4%	829	12.0%	971	13.1%	142	17.1%
Arts, Entertainment, and Recreation (71)	5	138	1.9%	190	2.0%	52	37.7%	131	2.2%	170	2.6%	39	29.8%	107	1.5%	242	3.3%	135	126.2%
Accommodation and Food Services (72)	183	567	7.6%	899	9.6%	332	58.6%	639	10.6%	808	12.4%	169	26.4%	856	12.4%	924	12.4%	68	7.9%
Other Services (except Public Admin.) (81)	149	365	4.9%	428	4.6%	63	17.3%	290	4.8%	280	4.3%	(10)	(3.4%)	358	5.2%	654	8.8%	296	82.7%
Public Administration (9A-9B)	296	1,184	16.0%	988	10.5%	(196)	(16.6%)	425	7.1%	288	4.4%	(137)	(32.2%)	413	6.0%	505	6.8%	92	22.3%
Civilian Employed Population 16 Years and Over	**2,354**	**7,423**	**100.0%**	**9,380**	**100.0%**	**1,957**	**26.4%**	**6,005**	**100.0%**	**6,534**	**100.0%**	**529**	**8.8%**	**6,905**	**100.0%**	**7,430**	**100.0%**	**525**	**7.6%**

res industry sa

Source: US Census Bureau ACS, 2010 and 2018 5-Year Estimates Subj

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

Table A-3
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Occupation (2010 - 2018)

Resident Employment Composition by Occupation (2010 - 2018)

Occupation (SOC)	Training Level [2]	Study Area 2010 Total	Study Area 2010 Share	Study Area 2018 Total	Study Area 2018 Share	Study Area Change Total	Study Area Change %	2018 as % of City	2018 as % of County	Sacramento City 2010 Total	Sacramento City 2010 Share	Sacramento City 2018 Total	Sacramento City 2018 Share	Sacramento City Change Total	Sacramento City Change %
Management Occupations (11-0000)	High	1,674	5.5%	2,124	5.9%	450	26.9%	11.0%	3.3%	19,001	9.3%	19,372	8.5%	371	2.0%
Business and Financial Operations Occupations (13-0000)	High	1,443	4.7%	1,681	4.7%	238	16.5%	11.3%	3.8%	13,308	6.5%	14,815	6.5%	1,507	11.3%
Computer and Mathematical Occupations (15-0000)	High	585	1.9%	848	2.3%	263	45.0%	8.4%	2.9%	7,433	3.6%	10,118	4.5%	2,685	36.1%
Architecture and Engineering Occupations (17-0000)	High	181	0.6%	653	1.8%	472	260.8%	14.1%	4.7%	3,640	1.8%	4,633	2.0%	993	27.3%
Life, Physical, and Social Science Occupations (19-0000)	High	354	1.2%	304	0.8%	(50)	(14.1%)	9.6%	4.3%	2,815	1.4%	3,179	1.4%	364	12.9%
Community and Social Service Occupations (21-0000)	High	595	2.0%	642	1.8%	47	7.9%	15.3%	5.1%	4,190	2.0%	4,200	1.9%	10	0.2%
Legal Occupations (23-0000)	High	338	1.1%	276	0.8%	(62)	(18.3%)	6.6%	3.2%	4,247	2.1%	4,198	1.9%	(49)	(1.2%)
Educational Instruction, and Library Occupations (25-0000)	High	1,274	4.2%	1,899	5.3%	625	49.1%	14.5%	5.2%	9,769	4.8%	13,133	5.8%	3,364	34.4%
Arts, Design, Entertainment, Sports, and Media Occupations (27-0000)	High	431	1.4%	875	2.4%	444	103.0%	17.4%	6.5%	4,472	2.2%	5,027	2.2%	555	12.4%
Health Diagnosing & Treating Pract. and Other Tech. Occ. (29-1000)	High	665	2.2%	1,087	3.0%	422	63.5%	12.9%	4.2%	5,727	2.8%	8,426	3.7%	2,699	47.1%
Health Technologists and Technicians (29-2000)	High	399	1.3%	561	1.6%	162	40.6%	15.3%	4.5%	2,666	1.3%	3,656	1.6%	990	37.1%
Healthcare Support Occupations (31-0000)	Low	771	2.5%	1,967	5.4%	1,196	155.1%	19.7%	6.7%	4,440	2.2%	9,971	4.4%	5,531	124.6%
Firefighting, Prevention, & Other Protective Svc Workers Incl. Spvsrs (33-2000)	Medium	391	1.3%	595	1.6%	204	52.2%	19.7%	6.5%	2,328	1.1%	3,021	1.3%	693	29.8%
Law Enforcement Workers Including Supervisors (33-3000)	Medium	85	0.3%	232	0.6%	147	172.9%	13.3%	3.8%	1,249	0.6%	1,743	0.8%	494	39.6%
Food Preparation and Serving Related Occupations (35-0000)	Low	2,384	7.8%	2,973	8.2%	589	24.7%	22.2%	7.5%	13,040	6.4%	13,379	5.9%	339	2.6%
Building and Grounds Cleaning and Maintenance Occupations (37-0000)	Low	2,490	8.2%	2,043	5.7%	(447)	(18.0%)	23.2%	7.8%	8,665	4.2%	8,811	3.9%	146	1.7%
Personal Care and Service Occupations (39-0000)	Low	1,498	4.9%	1,045	2.9%	(453)	(30.2%)	14.7%	4.9%	9,239	4.5%	7,090	3.1%	(2,149)	(23.3%)
Sales and Related Occupations (41-0000)	Low	2,515	8.3%	3,094	8.6%	579	23.0%	14.6%	4.4%	20,776	10.2%	21,181	9.3%	405	1.9%
Office and Administrative Support Occupations (43-0000)	Low	4,886	16.1%	4,247	11.8%	(639)	(13.1%)	14.6%	4.8%	33,076	16.2%	29,169	12.9%	(3,907)	(11.8%)
Farming, Fishing, and Forestry Occupations (45-0000)	Low	143	0.5%	259	0.7%	116	81.1%	30.8%	8.3%	624	0.3%	841	0.4%	217	34.8%
Construction and Extraction Occupations (47-0000)	Medium	2,260	7.4%	2,946	8.2%	686	30.4%	28.7%	9.4%	9,669	4.7%	10,281	4.5%	612	6.3%
Installation, Maintenance, and Repair Occupations (49-0000)	Medium	862	2.8%	1,087	3.0%	225	26.1%	19.8%	5.7%	5,329	2.6%	5,483	2.4%	154	2.9%
Production Occupations (51-0000)	Low	1,848	6.1%	1,727	4.8%	(121)	(6.5%)	22.1%	7.2%	7,493	3.7%	7,802	3.4%	309	4.1%
Transportation and Material Moving Occupations (53-0000)	Low	2,324	7.6%	2,957	8.2%	633	27.2%	17.1%	6.0%	11,318	5.5%	17,269	7.6%	5,951	52.6%
Civilian Employed Population 16 Years and Over		**30,396**	**100.0%**	**36,122**	**100.0%**	**5,726**	**18.8%**			**204,514**	**100.0%**	**226,798**	**100.0%**	**22,284**	**10.9%**

Source: US Census Bureau, 2010 and 2018 ACS 5-Year Estimates Subject Tables (TableID: S2401); EPS.

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

[2] Levels of training by occupations are based on information provided by O*NET, a source on key characteristics of workers and occupations utilized by US Bureau of Labor Statistics. Low training level = some on-the-job training and high school-level education; Medium training level = considerable on-the-job training, vocational education, or Associate's degree; High training level = four-year degree or above plus work experience.

Table A-3
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Occupation (2010 - 2018)

Resident Employment Composition by Occupation (2010 - 2018)

Occupation (SOC)	Training Level [2]	Sacramento County					
		2010		2018		Change	
		Total	Share	Total	Share	Total	%
Management Occupations (11-0000)	High	60,928	9.7%	63,484	9.3%	2,556	4.2%
Business and Financial Operations Occupations (13-0000)	High	38,719	6.2%	44,071	6.4%	5,352	13.8%
Computer and Mathematical Occupations (15-0000)	High	22,431	3.6%	29,261	4.3%	6,830	30.4%
Architecture and Engineering Occupations (17-0000)	High	13,154	2.1%	13,947	2.0%	793	6.0%
Life, Physical, and Social Science Occupations (19-0000)	High	6,229	1.0%	7,152	1.0%	923	14.8%
Community and Social Service Occupations (21-0000)	High	10,998	1.8%	12,483	1.8%	1,485	13.5%
Legal Occupations (23-0000)	High	9,284	1.5%	8,645	1.3%	(639)	(6.9%)
Educational Instruction, and Library Occupations (25-0000)	High	30,727	4.9%	36,656	5.3%	5,929	19.3%
Arts, Design, Entertainment, Sports, and Media Occupations (27-0000)	High	10,850	1.7%	13,459	2.0%	2,609	24.0%
Health Diagnosing & Treating Pract. and Other Tech. Occ. (29-1000)	High	19,130	3.1%	26,060	3.8%	6,930	36.2%
Health Technologists and Technicians (29-2000)	High	9,005	1.4%	12,346	1.8%	3,341	37.1%
Healthcare Support Occupations (31-0000)	Low	13,712	2.2%	29,566	4.3%	15,854	115.6%
Firefighting, Prevention, & Other Protective Svc Workers Incl. Spvsrs (33-2000)	Medium	8,422	1.3%	9,138	1.3%	716	8.5%
Law Enforcement Workers Including Supervisors (33-3000)	Medium	6,097	1.0%	6,178	0.9%	81	1.3%
Food Preparation and Serving Related Occupations (35-0000)	Low	32,882	5.3%	39,438	5.7%	6,556	19.9%
Building and Grounds Cleaning and Maintenance Occupations (37-0000)	Low	24,225	3.9%	26,319	3.8%	2,094	8.6%
Personal Care and Service Occupations (39-0000)	Low	27,122	4.3%	21,538	3.1%	(5,584)	(20.6%)
Sales and Related Occupations (41-0000)	Low	69,633	11.1%	70,407	10.3%	774	1.1%
Office and Administrative Support Occupations (43-0000)	Low	102,468	16.4%	88,793	12.9%	(13,675)	(13.3%)
Farming, Fishing, and Forestry Occupations (45-0000)	Low	1,906	0.3%	3,130	0.5%	1,224	64.2%
Construction and Extraction Occupations (47-0000)	Medium	33,941	5.4%	31,435	4.6%	(2,506)	(7.4%)
Installation, Maintenance, and Repair Occupations (49-0000)	Medium	18,626	3.0%	19,194	2.8%	568	3.0%
Production Occupations (51-0000)	Low	22,832	3.6%	23,949	3.5%	1,117	4.9%
Transportation and Material Moving Occupations (53-0000)	Low	32,573	5.2%	49,370	7.2%	16,797	51.6%
Civilian Employed Population 16 Years and Over		**625,894**	**100.0%**	**686,019**	**100.0%**	**60,125**	**9.6%**

occupation

Source: US Census Bureau, 2010 and 2018 ACS 5-Year Estimates Subject Tables (TableID: S

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

[2] Levels of training by occupations are based on information provided by O*NET, a source on key characteristics of workers and occupations utilized by US Bureau of Labor Statistics. Low training level = some on-the-job training and high school-level education; Medium training level = considerable on-the-job training, vocational education, or Associate's degree; High training level = four-year degree or above plus work experienc

Table A-4
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Occupation, Subareas (2010 - 2018)

Resident Employment Composition by Occupation, Subareas (2010 - 2018)

Industry (NAICS) [1]	Training Level [2]	Elmhurst 2010 Total	Elmhurst 2010 Share	Elmhurst 2018 Total	Elmhurst 2018 Share	Elmhurst Change Total	Elmhurst Change %	Oak Park 2010 Total	Oak Park 2010 Share	Oak Park 2018 Total	Oak Park 2018 Share	Oak Park Change Total	Oak Park Change %
Management Occupations (11-0000)	High	423	18.0%	331	12.7%	(92)	(21.7%)	137	2.5%	506	6.7%	369	269.3%
Business and Financial Operations Occupations (13-0000)	High	78	3.3%	283	10.9%	205	262.8%	190	3.5%	389	5.2%	199	104.7%
Computer and Mathematical Occupations (15-0000)	High	61	2.6%	65	2.5%	4	6.6%	106	1.9%	282	3.7%	176	166.0%
Architecture and Engineering Occupations (17-0000)	High	33	1.4%	147	5.6%	114	345.5%	65	1.2%	188	2.5%	123	189.2%
Life, Physical, and Social Science Occupations (19-0000)	High	119	5.1%	23	0.9%	(96)	(80.7%)	104	1.9%	99	1.3%	(5)	(4.8%)
Community and Social Service Occupations (21-0000)	High	62	2.6%	-	0.0%	(62)	(100.0%)	143	2.6%	133	1.8%	(10)	(7.0%)
Legal Occupations (23-0000)	High	74	3.1%	84	3.2%	10	13.5%	105	1.9%	79	1.0%	(26)	(24.8%)
Educational Instruction, and Library Occupations (25-0000)	High	157	6.7%	407	15.6%	250	159.2%	208	3.8%	540	7.2%	332	159.6%
Arts, Design, Entertainment, Sports, and Media Occupations (27-0000)	High	93	4.0%	191	7.3%	98	105.4%	142	2.6%	264	3.5%	122	85.9%
Health Diagnosing & Treating Pract. and Other Tech. Occ. (29-1000)	High	196	8.3%	136	5.2%	(60)	(30.6%)	169	3.1%	369	4.9%	200	118.3%
Health Technologists and Technicians (29-2000)	High	40	1.7%	-	0.0%	(40)	(100.0%)	87	1.6%	95	1.3%	8	9.2%
Healthcare Support Occupations (31-0000)	Low	34	1.4%	-	0.0%	(34)	(100.0%)	106	1.9%	405	5.4%	299	282.1%
Firefighting, Prevention, & Other Protective Svc Workers Incl. Spvsrs (33-2000)	Medium	23	1.0%	-	0.0%	(23)	(100.0%)	47	0.9%	53	0.7%	6	12.8%
Law Enforcement Workers Including Supervisors (33-3000)	Medium	-	0.0%	-	0.0%	-	-	-	0.0%	41	0.5%	41	-
Food Preparation and Serving Related Occupations (35-0000)	Low	152	6.5%	129	5.0%	(23)	(15.1%)	358	6.6%	506	6.7%	148	41.3%
Building and Grounds Cleaning and Maintenance Occupations (37-0000)	Low	-	0.0%	76	2.9%	76	-	462	8.5%	349	4.6%	(113)	(24.5%)
Personal Care and Service Occupations (39-0000)	Low	51	2.2%	-	0.0%	(51)	(100.0%)	331	6.1%	230	3.0%	(101)	(30.5%)
Sales and Related Occupations (41-0000)	Low	145	6.2%	193	7.4%	48	33.1%	520	9.5%	604	8.0%	84	16.2%
Office and Administrative Support Occupations (43-0000)	Low	394	16.7%	219	8.4%	(175)	(44.4%)	1,050	19.2%	979	13.0%	(71)	(6.8%)
Farming, Fishing, and Forestry Occupations (45-0000)	Low	9	0.4%	-	0.0%	(9)	(100.0%)	-	0.0%	26	0.3%	26	-
Construction and Extraction Occupations (47-0000)	Medium	73	3.1%	142	5.5%	69	94.5%	432	7.9%	519	6.9%	87	20.1%
Installation, Maintenance, and Repair Occupations (49-0000)	Medium	61	2.6%	51	2.0%	(10)	(16.4%)	97	1.8%	194	2.6%	97	100.0%
Production Occupations (51-0000)	Low	42	1.8%	24	0.9%	(18)	(42.9%)	193	3.5%	171	2.3%	(22)	(11.4%)
Transportation and Material Moving Occupations (53-0000)	Low	34	1.4%	104	4.0%	70	205.9%	409	7.5%	524	6.9%	115	28.1%
Civilian Employed Population 16 Years and Over		**2,354**	**100.0%**	**2,605**	**100.0%**	**251**	**10.7%**	**5,461**	**100.0%**	**7,545**	**100.0%**	**2,084**	**38.2%**

Source: US Census Bureau, 2010 and 2018 ACS 5-Year Estimates Subject Tables (TableID: S2401); EPS.

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

[2] Levels of training by occupations are based on information provided by O*NET, a source on key characteristics of workers and occupations utilized by US Bureau of Labor Statistics. Low training level = some on-the-job training and high school-level education; Medium training level = considerable on-the-job training, vocational education, or Associate's degree; High training level = four-year degree or above plus work experience.

Table A-4
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Occupation, Subareas (2010 - 2018)

Resident Employment Composition by Occupation, Subareas (2010 - 2018)

Industry (NAICS) [1]	Training Level [2]	Fruitridge Pocket						Tahoe & Colonial					
		2010		2018		Change		2010		2018		Change	
		Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Management Occupations (11-0000)	High	72	3.2%	78	3.0%	6	8.3%	559	7.5%	850	9.1%	291	52.1%
Business and Financial Operations Occupations (13-0000)	High	79	3.5%	97	3.7%	18	22.8%	554	7.5%	456	4.9%	(98)	(17.7%)
Computer and Mathematical Occupations (15-0000)	High	8	0.4%	32	1.2%	24	300.0%	292	3.9%	256	2.7%	(36)	(12.3%)
Architecture and Engineering Occupations (17-0000)	High	-	0.0%	21	0.8%	21	-	43	0.6%	177	1.9%	134	311.6%
Life, Physical, and Social Science Occupations (19-0000)	High	-	0.0%	23	0.9%	23	-	131	1.8%	152	1.6%	21	16.0%
Community and Social Service Occupations (21-0000)	High	21	0.9%	75	2.9%	54	257.1%	245	3.3%	273	2.9%	28	11.4%
Legal Occupations (23-0000)	High	34	1.5%	-	0.0%	(34)	(100.0%)	54	0.7%	101	1.1%	47	87.0%
Educational Instruction, and Library Occupations (25-0000)	High	36	1.6%	61	2.3%	25	69.4%	402	5.4%	555	5.9%	153	38.1%
Arts, Design, Entertainment, Sports, and Media Occupations (27-0000)	High	12	0.5%	51	1.9%	39	325.0%	136	1.8%	189	2.0%	53	39.0%
Health Diagnosing & Treating Pract. and Other Tech. Occ. (29-1000)	High	21	0.9%	10	0.4%	(11)	(52.4%)	182	2.5%	423	4.5%	241	132.4%
Health Technologists and Technicians (29-2000)	High	12	0.5%	4	0.2%	(8)	(66.7%)	168	2.3%	201	2.1%	33	19.6%
Healthcare Support Occupations (31-0000)	Low	111	4.9%	215	8.2%	104	93.7%	153	2.1%	513	5.5%	360	235.3%
Firefighting, Prevention, & Other Protective Svc Workers Incl. Spvsrs (33-2000)	Medium	9	0.4%	28	1.1%	19	211.1%	83	1.1%	256	2.7%	173	208.4%
Law Enforcement Workers Including Supervisors (33-3000)	Medium	4	0.2%	-	0.0%	(4)	(100.0%)	63	0.8%	86	0.9%	23	36.5%
Food Preparation and Serving Related Occupations (35-0000)	Low	127	5.6%	171	6.5%	44	34.6%	475	6.4%	739	7.9%	264	55.6%
Building and Grounds Cleaning and Maintenance Occupations (37-0000)	Low	417	18.5%	278	10.6%	(139)	(33.3%)	445	6.0%	347	3.7%	(98)	(22.0%)
Personal Care and Service Occupations (39-0000)	Low	172	7.7%	44	1.7%	(128)	(74.4%)	227	3.1%	166	1.8%	(61)	(26.9%)
Sales and Related Occupations (41-0000)	Low	151	6.7%	137	5.2%	(14)	(9.3%)	580	7.8%	873	9.3%	293	50.5%
Office and Administrative Support Occupations (43-0000)	Low	288	12.8%	333	12.7%	45	15.6%	1,414	19.0%	1,103	11.8%	(311)	(22.0%)
Farming, Fishing, and Forestry Occupations (45-0000)	Low	-	0.0%	66	2.5%	66	-	10	0.1%	-	0.0%	(10)	(100.0%)
Construction and Extraction Occupations (47-0000)	Medium	237	10.5%	334	12.7%	97	40.9%	402	5.4%	713	7.6%	311	77.4%
Installation, Maintenance, and Repair Occupations (49-0000)	Medium	88	3.9%	129	4.9%	41	46.6%	96	1.3%	106	1.1%	10	10.4%
Production Occupations (51-0000)	Low	211	9.4%	177	6.7%	(34)	(16.1%)	192	2.6%	274	2.9%	82	42.7%
Transportation and Material Moving Occupations (53-0000)	Low	138	6.1%	264	10.0%	126	91.3%	517	7.0%	571	6.1%	54	10.4%
Civilian Employed Population 16 Years and Over		**2,248**	**100.0%**	**2,628**	**100.0%**	**380**	**16.9%**	**7,423**	**100.0%**	**9,380**	**100.0%**	**1,957**	**26.4%**

Source: US Census Bureau, 2010 and 2018 ACS 5-Year Estimates Subject Tables (TableID: S24(

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

[2] Levels of training by occupations are based on information provided by O*NET, a source on key characteristics of workers and occupations utilized by US Bureau of Labor Statistics. Low training level = some on-the-job training and high school-level education; Medium training level = considerable on-the-job training, vocational education, or Associate's degree; High training level = four-year degree or above plus work experience.

Table A-4
Stockton Boulevard Specific Plan
Social and Economic Context
Employed Residents by Occupation, Subareas (2010 - 2018)

Resident Employment Composition by Occupation, Subareas (2010 - 2018)

Industry (NAICS) [1]	Training Level [2]	Lemon Hill						South of Fruitridge					
		2010		2018		Change		2010		2018		Change	
		Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Management Occupations (11-0000)	High	147	2.4%	198	3.0%	51	34.7%	336	4.9%	161	2.2%	(175)	(52.1%)
Business and Financial Operations Occupations (13-0000)	High	261	4.3%	209	3.2%	(52)	(19.9%)	281	4.1%	247	3.3%	(34)	(12.1%)
Computer and Mathematical Occupations (15-0000)	High	56	0.9%	14	0.2%	(42)	(75.0%)	62	0.9%	199	2.7%	137	221.0%
Architecture and Engineering Occupations (17-0000)	High	-	0.0%	65	1.0%	65	-	40	0.6%	55	0.7%	15	37.5%
Life, Physical, and Social Science Occupations (19-0000)	High	-	0.0%	-	0.0%	-	-	-	0.0%	7	0.1%	7	-
Community and Social Service Occupations (21-0000)	High	87	1.4%	47	0.7%	(40)	(46.0%)	37	0.5%	114	1.5%	77	208.1%
Legal Occupations (23-0000)	High	55	0.9%	-	0.0%	(55)	(100.0%)	16	0.2%	12	0.2%	(4)	(25.0%)
Educational Instruction, and Library Occupations (25-0000)	High	254	4.2%	118	1.8%	(136)	(53.5%)	217	3.1%	218	2.9%	1	0.5%
Arts, Design, Entertainment, Sports, and Media Occupations (27-0000)	High	8	0.1%	138	2.1%	130	1625.0%	40	0.6%	42	0.6%	2	5.0%
Health Diagnosing & Treating Pract. and Other Tech. Occ. (29-1000)	High	45	0.7%	53	0.8%	8	17.8%	52	0.8%	96	1.3%	44	84.6%
Health Technologists and Technicians (29-2000)	High	45	0.7%	108	1.7%	63	140.0%	47	0.7%	153	2.1%	106	225.5%
Healthcare Support Occupations (31-0000)	Low	167	2.8%	381	5.8%	214	128.1%	200	2.9%	453	6.1%	253	126.5%
Firefighting, Prevention, & Other Protective Svc Workers Incl. Spvsrs (33-2000)	Medium	87	1.4%	102	1.6%	15	17.2%	142	2.1%	156	2.1%	14	9.9%
Law Enforcement Workers Including Supervisors (33-3000)	Medium	18	0.3%	11	0.2%	(7)	(38.9%)	-	0.0%	94	1.3%	94	-
Food Preparation and Serving Related Occupations (35-0000)	Low	501	8.3%	688	10.5%	187	37.3%	771	11.2%	740	10.0%	(31)	(4.0%)
Building and Grounds Cleaning and Maintenance Occupations (37-0000)	Low	566	9.4%	498	7.6%	(68)	(12.0%)	600	8.7%	495	6.7%	(105)	(17.5%)
Personal Care and Service Occupations (39-0000)	Low	361	6.0%	180	2.8%	(181)	(50.1%)	356	5.2%	425	5.7%	69	19.4%
Sales and Related Occupations (41-0000)	Low	471	7.8%	659	10.1%	188	39.9%	648	9.4%	628	8.5%	(20)	(3.1%)
Office and Administrative Support Occupations (43-0000)	Low	773	12.9%	655	10.0%	(118)	(15.3%)	967	14.0%	958	12.9%	(9)	(0.9%)
Farming, Fishing, and Forestry Occupations (45-0000)	Low	52	0.9%	94	1.4%	42	80.8%	72	1.0%	73	1.0%	1	1.4%
Construction and Extraction Occupations (47-0000)	Medium	512	8.5%	812	12.4%	300	58.6%	604	8.7%	426	5.7%	(178)	(29.5%)
Installation, Maintenance, and Repair Occupations (49-0000)	Medium	190	3.2%	240	3.7%	50	26.3%	330	4.8%	367	4.9%	37	11.2%
Production Occupations (51-0000)	Low	760	12.7%	504	7.7%	(256)	(33.7%)	450	6.5%	577	7.8%	127	28.2%
Transportation and Material Moving Occupations (53-0000)	Low	589	9.8%	760	11.6%	171	29.0%	637	9.2%	734	9.9%	97	15.2%
Civilian Employed Population 16 Years and Over		**6,005**	**100.0%**	**6,534**	**100.0%**	**529**	**8.8%**	**6,905**	**100.0%**	**7,430**	**100.0%**	**525**	**7.6%**

occupation sa

Source: US Census Bureau, 2010 and 2018 ACS 5-Year Estimates Subject Tables (TableID: S24(

[1] Employment by industry includes jobs which pay wages or salaries, regardless of hours worked, and does not include those who are self-employed, working unpaid for a family business or farm, or private or household workers.

[2] Levels of training by occupations are based on information provided by O*NET, a source on key characteristics of workers and occupations utilized by US Bureau of Labor Statistics. Low training level = some on-the-job training and high school-level education; Medium training level = considerable on-the-job training, vocational education, or Associate's degree; High training level = four-year degree or above plus work experience.

Table A-5
Stockton Boulevard Specific Plan
Social and Economic Context
Jobs by Industry (2010 - 2018)

Area Jobs by Industry (2010 - 2018)

	Study Area								City of Sacramento					
	2010		2018		Change		2018 as % of		2010		2018		Change	
Item	Total	% of Total	Total	% of Total	Total	%	City	County	Total	% of Total	Total	% of Total	Total	%
Employment By Industry (NAICS)														
Ag., Forestry, Fishing and Hunting (11)	29	0.1%	17	0.1%	(12)	(41.4%)	8.8%	0.7%	160	0.1%	194	0.1%	34	21.3%
Mining, Quarrying, Oil & Gas Extr. (21)	0	0.0%	0	0.0%	0	-	0.0%	0.0%	11	0.0%	18	0.0%	7	63.6%
Utilities (22)	2,382	8.2%	3,459	11.1%	1,077	45.2%	65.5%	54.0%	3,807	1.3%	5,284	1.7%	1,477	38.8%
Construction (23)	447	1.5%	527	1.7%	80	17.9%	4.0%	1.4%	8,199	2.9%	13,054	4.1%	4,855	59.2%
Manufacturing (31-33)	779	2.7%	583	1.9%	(196)	(25.2%)	6.5%	2.7%	8,027	2.8%	9,003	2.8%	976	12.2%
Wholesale Trade (42)	260	0.9%	163	0.5%	(97)	(37.3%)	1.7%	0.9%	7,406	2.6%	9,719	3.1%	2,313	31.2%
Retail Trade (44-45)	1,757	6.0%	2,040	6.5%	283	16.1%	10.6%	3.3%	16,759	5.9%	19,214	6.0%	2,455	14.6%
Transportation and Warehousing (48-49)	380	1.3%	331	1.1%	(49)	(12.9%)	4.4%	1.9%	7,141	2.5%	7,597	2.4%	456	6.4%
Information (51)	389	1.3%	232	0.7%	(157)	(40.4%)	5.8%	2.4%	5,283	1.8%	4,024	1.3%	(1,259)	(23.8%)
Finance and Insurance (52)	174	0.6%	116	0.4%	(58)	(33.3%)	1.8%	0.4%	5,834	2.0%	6,481	2.0%	647	11.1%
Real Estate and Rental Leasing (53)	108	0.4%	163	0.5%	55	50.9%	4.5%	1.7%	3,180	1.1%	3,617	1.1%	437	13.7%
Prof., Scientific, and Tech. Services (54)	250	0.9%	162	0.5%	(88)	(35.2%)	0.9%	0.4%	16,333	5.7%	18,451	5.8%	2,118	13.0%
Mgmt of Companies and Enterprises (55)	9	0.0%	11	0.0%	2	22.2%	0.4%	0.1%	2,239	0.8%	3,084	1.0%	845	37.7%
Admin., Support & Waste Mgmt Svcs (56)	887	3.0%	936	3.0%	49	5.5%	3.8%	1.9%	13,899	4.9%	24,455	7.7%	10,556	75.9%
Educational Services (61)	4,313	14.8%	4,097	13.1%	(216)	(5.0%)	20.4%	7.7%	17,289	6.0%	20,099	6.3%	2,810	16.3%
Health Care and Social Assistance (62)	9,201	31.5%	13,536	43.3%	4,335	47.1%	24.7%	11.9%	34,293	12.0%	54,866	17.2%	20,573	60.0%
Arts, Entertainment, and Recreation (71)	155	0.5%	245	0.8%	90	58.1%	5.2%	2.5%	3,994	1.4%	4,706	1.5%	712	17.8%
Accommodation and Food Services (72)	1,101	3.8%	1,946	6.2%	845	76.7%	7.7%	3.4%	18,869	6.6%	25,197	7.9%	6,328	33.5%
Other Services (except Public Admin.) (81)	2,479	8.5%	438	1.4%	(2,041)	(82.3%)	4.1%	2.0%	17,076	6.0%	10,809	3.4%	(6,267)	(36.7%)
Administrative Government (9A & 9B)	4,111	14.1%	2,267	7.2%	(1,844)	(44.9%)	2.9%	2.2%	96,111	33.6%	78,209	24.6%	(17,902)	(18.6%)
Total Employment	**29,211**	**100.0%**	**31,269**	**100.0%**	**2,058**	**7.0%**	**9.8%**		**285,910**	**100.0%**	**318,081**	**100.0%**	**32,171**	**11.3%**

Source: U.S. Census OnTheMap 2010, 2018; EPS.

Table A-5
Stockton Boulevard Specific Plan
Social and Economic Context
Jobs by Industry (2010 - 2018)

Area Jobs by Industry (2010 - 2018)

Item	Sacramento County					
	2010		2018		Change	
	Total	% of Total	Total	% of Total	Total	%
Employment By Industry (NAICS)						
Ag., Forestry, Fishing and Hunting (11)	2,079	0.4%	2,446	0.4%	367	17.7%
Mining, Quarrying, Oil & Gas Extr. (21)	192	0.0%	209	0.0%	17	8.9%
Utilities (22)	5,047	0.9%	6,402	0.9%	1,355	26.8%
Construction (23)	23,293	4.0%	38,708	5.7%	15,415	66.2%
Manufacturing (31-33)	23,004	3.9%	21,203	3.1%	(1,801)	(7.8%)
Wholesale Trade (42)	15,648	2.7%	18,978	2.8%	3,330	21.3%
Retail Trade (44-45)	52,597	9.0%	61,566	9.1%	8,969	17.1%
Transportation and Warehousing (48-49)	12,245	2.1%	17,538	2.6%	5,293	43.2%
Information (51)	11,265	1.9%	9,488	1.4%	(1,777)	(15.8%)
Finance and Insurance (52)	25,280	4.3%	25,889	3.8%	609	2.4%
Real Estate and Rental Leasing (53)	7,906	1.4%	9,677	1.4%	1,771	22.4%
Prof., Scientific, and Tech. Services (54)	37,310	6.4%	44,300	6.6%	6,990	18.7%
Mgmt of Companies and Enterprises (55)	9,338	1.6%	10,157	1.5%	819	8.8%
Admin., Support & Waste Mgmt Svcs (56)	34,808	6.0%	50,336	7.5%	15,528	44.6%
Educational Services (61)	50,730	8.7%	52,988	7.9%	2,258	4.5%
Health Care and Social Assistance (62)	69,149	11.9%	114,127	16.9%	44,978	65.0%
Arts, Entertainment, and Recreation (71)	8,811	1.5%	9,860	1.5%	1,049	11.9%
Accommodation and Food Services (72)	42,014	7.2%	57,182	8.5%	15,168	36.1%
Other Services (except Public Admin.) (81)	36,121	6.2%	22,271	3.3%	(13,850)	(38.3%)
Administrative Government (9A & 9B)	116,579	20.0%	100,925	15.0%	(15,654)	(13.4%)
Total Employment	**583,416**	**100.0%**	**674,250**	**100.0%**	**90,834**	**15.6%**

jobs

Source: U.S. Census OnTheMap 2010, 2018; EPS.

Table A-6
Stockton Boulevard Specific Plan
Social and Economic Context
Jobs by Industry, Subareas (2010 - 2018)

Area Jobs by Industry, Subareas (2010 - 2018)

Industry (NAICS) [1]	Elmhurst						Oak Park					
	2010		2018		Change		2010		2018		Change	
	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Employment By Industry (NAICS)												
Ag., Forestry, Fishing and Hunting (11)	0	0.0%	0	0.0%	0	-	29	0.9%	16	0.5%	(13)	(44.8%)
Mining, Quarrying, Oil & Gas Extr. (21)	0	0.0%	0	0.0%	0	-	0	0.0%	0	0.0%	0	-
Utilities (22)	2,362	14.6%	3,459	19.9%	1,097	46.4%	1	0.0%	0	0.0%	(1)	(100.0%)
Construction (23)	57	0.4%	195	1.1%	138	242.1%	85	2.6%	35	1.2%	(50)	(58.8%)
Manufacturing (31-33)	118	0.7%	42	0.2%	(76)	(64.4%)	405	12.2%	298	10.1%	(107)	(26.4%)
Wholesale Trade (42)	90	0.6%	3	0.0%	(87)	(96.7%)	48	1.4%	38	1.3%	(10)	(20.8%)
Retail Trade (44-45)	144	0.9%	177	1.0%	33	22.9%	183	5.5%	290	9.8%	107	58.5%
Transportation and Warehousing (48-49)	260	1.6%	196	1.1%	(64)	(24.6%)	8	0.2%	8	0.3%	0	0.0%
Information (51)	171	1.1%	39	0.2%	(132)	(77.2%)	5	0.2%	8	0.3%	3	60.0%
Finance and Insurance (52)	31	0.2%	0	0.0%	(31)	(100.0%)	40	1.2%	48	1.6%	8	20.0%
Real Estate and Rental Leasing (53)	14	0.1%	18	0.1%	4	28.6%	14	0.4%	39	1.3%	25	178.6%
Prof., Scientific, and Tech. Services (54)	79	0.5%	10	0.1%	(69)	(87.3%)	49	1.5%	56	1.9%	7	14.3%
Mgmt of Companies and Enterprises (55)	4	0.0%	0	0.0%	(4)	(100.0%)	1	0.0%	0	0.0%	(1)	(100.0%)
Admin., Support & Waste Mgmt Svcs (56)	183	1.1%	180	1.0%	(3)	(1.6%)	141	4.2%	94	3.2%	(47)	(33.3%)
Educational Services (61)	535	3.3%	601	3.5%	66	12.3%	689	20.8%	494	16.7%	(195)	(28.3%)
Health Care and Social Assistance (62)	7,897	49.0%	9,992	57.5%	2,095	26.5%	540	16.3%	1,152	39.0%	612	113.3%
Arts, Entertainment, and Recreation (71)	1	0.0%	3	0.0%	2	200.0%	54	1.6%	0	0.0%	(54)	(100.0%)
Accommodation and Food Services (72)	273	1.7%	349	2.0%	76	27.8%	84	2.5%	268	9.1%	184	219.0%
Other Services (except Public Admin.) (81)	375	2.3%	16	0.1%	(359)	(95.7%)	460	13.9%	108	3.7%	(352)	(76.5%)
Administrative Government (9A & 9B)	0	0.0%	0	0.0%	0	-	0	0.0%	0	0.0%	0	-
Total Employment	**16,124**	**100.0%**	**17,368**	**100.0%**	**1,244**	**7.7%**	**3,320**	**100.0%**	**2,952**	**100.0%**	**(368)**	**(11.1%)**

Source: U.S. Census OnTheMap 2010, 2018; EPS.

Table A-6
Stockton Boulevard Specific Plan
Social and Economic Context
Jobs by Industry, Subareas (2010 - 2018)

Area Jobs by Industry, Subareas (2010 - 2018)

Industry (NAICS) [1]	Fruitridge Pocket						Tahoe Park					
	2010		2018		Change		2010		2018		Change	
	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Employment By Industry (NAICS)												
Ag., Forestry, Fishing and Hunting (11)	0	0.0%	0	0.0%	0	-	0	0.0%	1	0.0%	1	-
Mining, Quarrying, Oil & Gas Extr. (21)	0	0.0%	0	0.0%	0	-	0	0.0%	0	0.0%	0	-
Utilities (22)	11	0.9%	0	0.0%	(11)	(100.0%)	3	0.1%	0	0.0%	(3)	(100.0%)
Construction (23)	6	0.5%	17	1.2%	11	183.3%	229	9.0%	161	5.9%	(68)	(29.7%)
Manufacturing (31-33)	19	1.5%	15	1.1%	(4)	(21.1%)	223	8.7%	221	8.1%	(2)	(0.9%)
Wholesale Trade (42)	10	0.8%	3	0.2%	(7)	(70.0%)	66	2.6%	90	3.3%	24	36.4%
Retail Trade (44-45)	359	27.7%	299	21.3%	(60)	(16.7%)	144	5.6%	225	8.3%	81	56.3%
Transportation and Warehousing (48-49)	2	0.2%	0	0.0%	(2)	(100.0%)	60	2.3%	77	2.8%	17	28.3%
Information (51)	161	12.4%	167	11.9%	6	3.7%	39	1.5%	18	0.7%	(21)	(53.8%)
Finance and Insurance (52)	8	0.6%	18	1.3%	10	125.0%	16	0.6%	12	0.4%	(4)	(25.0%)
Real Estate and Rental Leasing (53)	7	0.5%	19	1.4%	12	171.4%	14	0.5%	29	1.1%	15	107.1%
Prof., Scientific, and Tech. Services (54)	20	1.5%	0	0.0%	(20)	(100.0%)	73	2.9%	69	2.5%	(4)	(5.5%)
Mgmt of Companies and Enterprises (55)	0	0.0%	0	0.0%	0	-	3	0.1%	1	0.0%	(2)	(66.7%)
Admin., Support & Waste Mgmt Svcs (56)	22	1.7%	11	0.8%	(11)	(50.0%)	360	14.1%	534	19.6%	174	48.3%
Educational Services (61)	195	15.1%	152	10.8%	(43)	(22.1%)	448	17.5%	239	8.8%	(209)	(46.7%)
Health Care and Social Assistance (62)	60	4.6%	386	27.5%	326	543.3%	386	15.1%	572	21.0%	186	48.2%
Arts, Entertainment, and Recreation (71)	0	0.0%	1	0.1%	1	-	0	0.0%	2	0.1%	2	-
Accommodation and Food Services (72)	175	13.5%	271	19.3%	96	54.9%	134	5.2%	266	9.8%	132	98.5%
Other Services (except Public Admin.) (81)	227	17.5%	47	3.3%	(180)	(79.3%)	321	12.6%	47	1.7%	(274)	(85.4%)
Administrative Government (9A & 9B)	0	0.0%	0	0.0%	0	-	0	0.0%	0	0.0%	0	-
Total Employment	**1,294**	**100.0%**	**1,406**	**100.0%**	**112**	**8.7%**	**2,555**	**100.0%**	**2,720**	**100.0%**	**165**	**6.5%**

Source: U.S. Census OnTheMap 2010, 2018; EPS.

Table A-6
Stockton Boulevard Specific Plan
Social and Economic Context
Jobs by Industry, Subareas (2010 - 2018)

Area Jobs by Industry, Subareas (2010 - 2018)

Industry (NAICS) [1]	Lemon Hill						South of Fruitridge					
	2010		2018		Change		2010		2018		Change	
	Total	Share	Total	Share	Total	%	Total	Share	Total	Share	Total	%
Employment By Industry (NAICS)												
Ag., Forestry, Fishing and Hunting (11)	0	0.0%	0	0.0%	0	-	0	0.0%	0	0.0%	0	-
Mining, Quarrying, Oil & Gas Extr. (21)	0	0.0%	0	0.0%	0	-	0	0.0%	0	0.0%	0	-
Utilities (22)	2	0.1%	0	0.0%	(2)	(100.0%)	3	0.1%	0	0.0%	(3)	(100.0%)
Construction (23)	44	1.2%	90	2.2%	46	104.5%	26	1.1%	29	1.1%	3	11.5%
Manufacturing (31-33)	4	0.1%	0	0.0%	(4)	(100.0%)	10	0.4%	7	0.3%	(3)	(30.0%)
Wholesale Trade (42)	22	0.6%	17	0.4%	(5)	(22.7%)	24	1.0%	12	0.4%	(12)	(50.0%)
Retail Trade (44-45)	403	11.2%	552	13.3%	149	37.0%	524	22.5%	497	18.6%	(27)	(5.2%)
Transportation and Warehousing (48-49)	39	1.1%	41	1.0%	2	5.1%	11	0.5%	9	0.3%	(2)	(18.2%)
Information (51)	9	0.3%	0	0.0%	(9)	(100.0%)	4	0.2%	0	0.0%	(4)	(100.0%)
Finance and Insurance (52)	34	0.9%	13	0.3%	(21)	(61.8%)	45	1.9%	25	0.9%	(20)	(44.4%)
Real Estate and Rental Leasing (53)	20	0.6%	10	0.2%	(10)	(50.0%)	39	1.7%	48	1.8%	9	23.1%
Prof., Scientific, and Tech. Services (54)	17	0.5%	2	0.0%	(15)	(88.2%)	12	0.5%	25	0.9%	13	108.3%
Mgmt of Companies and Enterprises (55)	0	0.0%	0	0.0%	0	-	1	0.0%	10	0.4%	9	900.0%
Admin., Support & Waste Mgmt Svcs (56)	123	3.4%	33	0.8%	(90)	(73.2%)	58	2.5%	84	3.1%	26	44.8%
Educational Services (61)	2,137	59.5%	2,219	53.4%	82	3.8%	309	13.3%	392	14.7%	83	26.9%
Health Care and Social Assistance (62)	101	2.8%	647	15.6%	546	540.6%	217	9.3%	787	29.5%	570	262.7%
Arts, Entertainment, and Recreation (71)	100	2.8%	235	5.7%	135	135.0%	0	0.0%	4	0.1%	4	-
Accommodation and Food Services (72)	23	0.6%	164	3.9%	141	613.0%	412	17.7%	628	23.5%	216	52.4%
Other Services (except Public Admin.) (81)	482	13.4%	106	2.6%	(376)	(78.0%)	614	26.4%	114	4.3%	(500)	(81.4%)
Administrative Government (9A & 9B)	0	0.0%	0	0.0%	0	-	0	0.0%	0	0.0%	0	-
Total Employment	**3,592**	**100.0%**	**4,152**	**100.0%**	**560**	**15.6%**	**2,326**	**100.0%**	**2,671**	**100.0%**	**345**	**14.8%**

jobs sa

Source: U.S. Census OnTheMap 2010, 2018; EPS.

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APPENDIX B:

Future Demand: Housing and Retail

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Table B-1
Stockton Boulevard Specific Plan
Social and Economic Context
Aggie Square Planned Land Uses

Item	Total Project Land Uses [1]		
	Total Building Sq. Ft.	Total Dwelling Units	Total Hotel Rooms
Aggie Square Land Use Category			
Science and Technology Use	743,657		
Co-working Space	123,033	-	-
University Research	472,414	-	-
University Offices and Classrooms	129,412	-	-
Data Sciences	120,924	-	-
Community Serving Retail	24,000	-	-
Alice Waters Education	12,000	-	-
UC Catering	12,000	-	-
Rehab Hospital	53,000	-	-
Garage [2]	360,400	-	-
On-site Residential	203,000	281	-
Off-site Residential	-	300	-
Hotel	187,500	-	250
Total	**2,441,340**	**581**	**250**

Source: University of California, Davis; Wexford Science and Technology; EPS.

[1] Building square footages reflect the estimated net rentable square footage, totals may differ because of non-leasable space.
[2] The Garage total does not include the square footage of a second 1,200-parking-stall garage.

Table B-2
Stockton Boulevard Specific Plan
Social and Economic Context
Summary of Current Pipeline Projects in the Study Area

Project	Project Size: Dwelling Units	Project Size: Nonresidential Square Feet	Proposed Land Use	Status
STUDY SUBAREA				
Elmhurst				
Aggie Square Mixed Use Project	581	2,238,340	See Table B-1	EIFD application in progress
SMUD 59th Street Reuse	496	9,940	Single-unit Dwellings; Multi-unit Dwellings; Commercial	Preliminary Stages / Developer Selection
The Gio	213	4,300	Multi-unit Dwellings; Retail; Office	Completed in 2020
The Grounds at Tahoe Park	44	-	Single-unit Dwellings	Under Construction - built on spec
4315 V St	2	-	Multi-unit Dwelling	Review in progress
Subtotal Elmhurst	**1,336**	**2,252,580**		
Oak Park				
4601-4625 10th Ave	99	-	Multi-unit Dwellings	Proposed
3204-3206 Broadway Mixed Use	21	2,000	Multi-unit Dwellings; Commercial	Approved
3/36 Mixed use	12	2,500	Multi-unit Dwellings; Commercial	Plans submitted
4421 4th Ave	7	6,098	Multi-unit Dwellings; Commercial	Review in progress
Element Hotel	0	103,208	Hotel	Review in progress
Subtotal Oak Park	**139**	**113,806**		
Tahoe & Colonial				
4722 Ninth Ave	130	3,300	Multi-unit Dwellings; Retail	Proposed
4831 64th St	22	-	Single-unit Dwellings	Proposed
Subtotal Tahoe & Colonial	**152**	**3,300**		
Lemon Hill				
5700 Stockton Blvd Affordable Project	116	2,500	Multi-unit Dwellings; Single-unit Dwellings; Commercial	Proposed
South of Fruitridge				
6450 Lemon Hill Mixed Use	28	20,000	Multi-unit Dwellings; Commercial	Waiting for Review
TOTAL DWELLING UNITS / NONRES. SQ FT	**1,771**	**2,392,186**		
TOTAL DWELLING UNITS / NONRES. SQ FT (EXCLUDING THE GIO)	**1,558**	**2,387,886**		

Source: City of Sacramento; Sacramento Business Journal; Sacramento Bee; EPS.

Table B-3
Stockton Boulevard Specific Plan
Social and Economic Context
Sacramento County Income Limits (2020 in 2020$)

Income Level	% of AMI	Sacramento County Income Limits Based on HH Size: 2	3 [1]	4
Extremely Low	≤ 30% AMI	$20,750	$23,350	$26,200
Very Low Income	>30% to ≤50% AMI	$34,550	$38,850	$43,150
Low Income	**>50% to ≤80% AMI**	**$55,250**	**$62,150**	**$69,050**
Median Income	>80% to ≤100% AMI	$69,050	$77,650	$86,300
Moderate Income	>100% AMI to ≤120% AMI	$82,950	$93,200	$103,550

limits

Source: United States Department of Housing and Urban Development FY 2020 Income Limits; State of California Department of Housing and Community Development, "State Income Limits for 2020"; EPS.

[1] The average persons per household for the City of Sacramento is 2.78 per the 2018 ACS.

Table B-4
Stockton Boulevard Specific Plan
Social and Economic Context
Estimated Housing Unit Value Based on Income and Housing Costs in Sacramento County (2020 in 2020$)

Item	Annual Income [1]		Estimated Housing Costs Annual	Estimated Housing Costs Monthly [2]	Monthly Mortgage Cost	Loan Amount	Estimated Unit Value
Assumptions							
Maximum Monthly Housing Cost as % of Income [3]	35.00%	*A*					
Mortgage Term (In Years) [4]	30	*B*					
Mortgage Interest Rate [5]	4.00%	*C*					
Down Payment as a % of Unit Value	5.00%	*D*					
Formula	*E*		*F = A * E*	*G = F / 12*	*H = G * 61%*	*I (see above assumptions B & C)*	*J = I / (1 - D)*
Income Level							
Extremely Low	$23,350		$8,173	$681	$418	$87,534	$92,141
Very Low Income	$38,850		$13,598	$1,133	$695	$145,639	$153,305
Low Income	**$62,150**		**$21,753**	**$1,813**	**$1,112**	**$232,986**	**$245,248**
Median Income	$77,650		$27,178	$2,265	$1,390	$291,092	$306,412
Moderate Income	$93,200		$32,620	$2,718	$1,668	$349,385	$367,773

Source: Freddie Mac; City of Sacramento Municipal Code Chapter 17.712; EPS.

[1] EPS assumes a household size of 3, rounding up the average persons per household for the City of Sacramento. Refer to Table B-3 for income limits.
[2] Refer to Table B-5 for detailed monthly costs calculation.
[3] Per the City of Sacramento's Mixed Housing Income Ordinance in Municipal Code Chapter 17.712, qualification for affordable housing prices shall be based on no more than 35% of income being applied to housing expenses.
[4] Based on a 30-year fixed-rate conventional mortgage.
[5] Interest rate are based on the average for 30-year fixed-rates from 2010 to 2020 per Freddie Mac.

Table B-5
Stockton Boulevard Specific Plan
Social and Economic Context
Estimated Monthly Housing Costs By Category in Sacramento County (2020 in 2020$)

Item	Assumptions	Estimated Monthly Cost			
		Mortgage Payment	Mortgage Insurance	Taxes and Insurance	**Total**
Annual Property Taxes and Homeowners Insurance	2.00%				
Mortgage Insurance as a % of Loan Amt. [1]	1.50%				
Income Level	*Annual Income [2]*				
Extremely Low	$23,350	$418	$109	$154	**$681**
Very Low Income	$38,850	$695	$182	$256	**$1,133**
Low Income	**$62,150**	**$1,112**	**$291**	**$409**	**$1,812**
Median Income	$77,650	$1,390	$364	$511	**$2,265**
Moderate Income	$93,200	$1,668	$437	$613	**$2,718**

Source: Realtor.com; Zillow; bankrate.com; wellsfargo.com; chase.com; nerwallet.com; EPS.

[1] Mortgage insurance rate is based on an average of the estimated range of 0.55% - 2.25%. Rates are based on credit and down payment amounts.
[2] Refer to Table 2 for income limits.

Table B-6
Stockton Boulevard Specific Plan
Social and Economic Context
Estimated Study Area Household Retail Spending (2018$)

Current Study Area Household Spending

Item		Percentage Spent on Retail by Category [1]	Total Annual Retail Spending per Household [2]
Assumptions			
Median Household Income [3]	$44,694		
Estimated Percent of HH Income Spent in Retail Stores [4]	45%		
Estimated Annual HH Spending in Retail Stores	$20,075		
Retail and Food Services			
Motor Vehicle and Parts Dealers [6]		4.1%	$821
Home Furnishings and Appliance Stores		7.8%	$1,557
Bldg. Matrl. and Garden Equip. and Supplies		5.0%	$995
Food and Beverage Stores		21.9%	$4,397
Gasoline Stations		10.0%	$2,000
Clothing and Clothing Accessories Stores		7.5%	$1,513
General Merchandise Stores		15.5%	$3,119
Food Services and Drinking Places		19.5%	$3,920
Other Retail		8.7%	$1,754
Total Retail and Food Services		**100.0%**	**$20,075**

Source: EPS.

NOTE: FIGURES MAY NOT TOTAL BECAUSE OF ROUNDING.

[1] See Table B-7 for estimated spending by retail category.
[2] Total Study Area spending is derived by multiplying the estimated Study Area average household income of $44,694 by the estimated percentage of hosuehold income spent on retail of 45% and then multiplied by the percentages spent on retail for
[3] See Table 4-2.
[4] See Table B-9. Excludes spending on e-commerce retail goods and services.
[5] Percentage spent on Motor Vehicles and Parts Dealers only pertains to motor vehicle parts.
[6]

Table B-7
Stockton Boulevard Specific Plan
Social and Economic Context
United States Consumer Expenditures (2019$)

Retail and Food Services	Total Spending on Retail (in 000's) [1]	% Spent on E-Commerce [2]	Adjusted Spending at Retail Stores (in 000's)	Adj. % of Spending at Retail Stores by Retail Category
Motor Vehicle and Parts Dealers [3]	$333,741,275	3.0%	$323,681,589	4.1%
Home Furnishings and Appliance Stores	$789,390,299	22.3%	$613,528,249	7.8%
Bldg. Matrl. and Garden Equip. and Supplies	$406,735,421	3.6%	$391,933,231	5.0%
Food and Beverage Stores	$1,746,968,141	0.8%	$1,732,333,860	21.9%
Gasoline Stations	$787,885,265	0.0%	$787,885,265	10.0%
Clothing and Clothing Accessories Stores	$708,494,725	15.9%	$595,983,872	7.5%
General Merchandise Stores	$1,298,468,028	5.3%	$1,229,032,975	15.5%
Food Services and Drinking Places	$1,544,541,077	0.0%	$1,544,541,077	19.5%
Other Retail	$719,782,480	4.0%	$691,043,377	8.7%
Total	**$8,336,006,712**		**$7,909,963,496**	**100.0%**

Source: U.S. Bureau of Labor Statistics, "Table 1203. Income before taxes: Annual expenditure means, shares, standard errors, and coefficients of variation, Consumer Expenditure Survey, 2019"; U.S. Retail Trade Sales - Total and E-commerce (2017-2018); Sales for U.S. Electronic Shopping and Mail-Order Houses (NAICS 4541) - Total and E-commerce by Primary Business Activity (2015-2018); EPS.

[1] Data per the Bureau of Labor Statistics, Consumer Expenditure Survey 2019 released September 2020. See Table B-10 through Table B-12.
[2] Based on the following 2018 U.S. Census reports regarding e-commerce: U.S. Retail Trade Sales - Total and E-commerce; and, Sales for U.S. Electronic Shopping and Mail-Order Houses (NAICS 4541) - Total and E-commerce by Primary Business Activity (2015-2018).
[3] Motor vehicles and parts is based on the sales from auto parts stores only and excludes new and used motor vehicle dealers. See Table B-10 through Table B-12 for details on how motor vehicle sales were excluded.

Table B-8
Stockton Boulevard Specific Plan
Social and Economic Context
Total and Taxable Retail Sales per Square Feet (2019$)

Item	Original Data [see Note]	Escalated Data (2019$) [1]	Total Retail Sales per Square Foot: Total Retail Sales by Shopping Center Type: Neighborhood % [2]	Neighborhood No.	Community % [2]	Community No.	Regional % [2]	Regional No.
Total Retail Sales per Square Foot								
Motor Vehicle and Parts Dealers [3]	$250	$273	3%	$8	2%	$5	1%	$3
Home Furnishings and Appliance Stores	$525	$573	0%	$0	7%	$40	10%	$57
Bldg. Matrl. and Garden Equip. and Supplies	$356	$389	0%	$0	15%	$58	1%	$4
Food and Beverage Stores [4]	-	$565	55%	$311	24%	$136	3%	$17
Gasoline Stations [5]	$1,321	$1,626	1%	$16	2%	$33	1%	$16
Clothing and Clothing Accessories Stores	$370	$404	2%	$8	5%	$20	20%	$81
General Merchandise Stores	$360	$393	5%	$20	20%	$79	20%	$79
Food Services and Drinking Places	$492	$537	8%	$43	10%	$54	20%	$107
Other Retail	$209	$228	12%	$27	7%	$16	18%	$41
Nonretail [6]	NA	$0	14%	$0	8%	$0	6%	$0
Total			**100%**	**$430**	**100%**	**$440**	**100%**	**$410**
Taxable Retail Sales per Square Foot by Retail Center Type								
Percent Taxable by Shopping Center Type [7]				44%		54%		98%
Taxable Sales per Square Foot (Rounded)				**$190**		**$240**		**$400**

Note: Original data is based on an average of multiple sources and is presented in 2016$ unless noted otherwise in footnotes.

Source: BizMiner 2016; ULI Dollars & Cents 2008; State of California Board of Equalization (BOE) Publication 61; Bureau of Labor Statistics, "CPI-All Urban Consumers (Current Series) - West Urban"; RetailSails http://retailsails.files.wordpress.com/2011/09/rs_spsf.pdf; eMarketer pulled February 2019; respective annual 10-K reports; EPS.

[1] Sales adjusted to year-end 2019 based on the Consumer Price Index, All items in West urban, all urban consumers, not seasonally adjusted:

Year	CPI	Adjustment to 2019$
2008	219.65	23.1%
2016	247.71	9.1%
2018	263.26	2.7%
2019	270.35	0.0%

[2] Reflects percentage of total square footage by retail category by retail center type, estimated based on ULI's Dollars & Cents 2008
[3] Reflects motor vehicle parts only; excludes taxable sales per square foot for dealerships.
[4] Sales per square foot for Food and Beverage stores estimated based on the averages from BizMiner, RetailSales, eMarketer, and annual 10-K reports, escalated to 2019$.
[5] Estimated using ULI's Dollars & Cents, 2008, escalated to 2019$.
[6] Included to account for non-taxable retail space occupants, such as services.
[7] Based on BOE Publication 61, March 2018.

Table B-9
Stockton Boulevard Specific Plan
Social and Economic Context
U.S. Household Income Spent on Retail (2019 in 2019$)

Household Income Range	Average HH Income	Estimated Total Amount Spent on Retail [1]	% of Total Spent on E-Commerce [2]	Total Est. Amount Spent on E-Commerce	Adjusted Amount Spent at Retail Stores	Adjusted % of HH Income Spent at Retail Stores
Formula	*A*	*B*	*C*	*D = B * C*	*E = B - D*	*F = E /A*
All Households	$82,852	$26,549	8.2%	$2,177	$24,372	29%
$30,000 - $39,999	$34,772	$18,698	5.8%	$1,080	$17,618	51%
$40,000 - $49,000	$44,831	$21,574	6.7%	$1,438	$20,136	45%
$50,000 - $69,999	$59,328	$24,461	7.6%	$1,848	$22,613	38%
$70,000 - $99,999	$83,558	$28,856	8.9%	$2,572	$26,284	31%
$100,000 - $149,999	$121,433	$35,369	10.9%	$3,864	$31,505	26%
$150,000 - $199,999	$171,061	$46,583	14.4%	$6,702	$39,881	23%

Source: U.S. Bureau of Labor Statistics, "Table 1203. Income before taxes: Annual expenditure means, shares, standard errors, and coefficients of variation, Consumer Expenditure Survey, 2017"; U.S. Census Bureau Monthly Retail Trade Survey, "Estimated Quarterly U.S. Retail Sales: Total and E-commerce"; EPS.

[1] Retail comprises the categories most closely matched with those given by the State of California Board of Equalization.
[2] Based on the U.S. Census Bureau Monthly Retail Trade Survey, "Estimated Quarterly U.S. Retail Sales (Not Adjusted): Total and E-commerce." Similar e-commerce spending data by income level is not available at the State level or lower. Percentages for income spent on e-commerce are adjusted relative to average amount spent on retail for each income category.

Table B-10
Stockton Boulevard Specific Plan
Social and Economic Context
Consumer Expenditure Patterns by Income Bracket Summary (2019$)

Item	All Consumer Units	Income Bracket								
		<$15K	$15K-$30K	$30K-$40K	$40K-$50K	$50K-$70K	$70K-$100K	$100K-$150K	$150K-$200K	>200K
Consumer Units in Survey (in thousands)	**132,242**	15,848	19,856	12,991	11,208	17,470	19,119	18,225	8,266	9,260
Percentage of Total	**100%**	12%	15%	10%	8%	13%	14%	14%	6%	7%
Annual Income before Taxes	**$82,852**	$7,574	$22,189	$34,772	$44,831	$59,328	$83,558	$121,433	$171,061	$343,498
Annual Income after Taxes	***$71,487***	*$7,743*	*$22,672*	*$34,981*	*$42,723*	*$55,500*	*$75,811*	*$106,439*	*$144,046*	*$258,975*
Avg. Annual Expenditures	**$63,036**	$26,194	$34,201	$40,942	$47,299	$54,212	$66,801	$84,994	$109,020	$160,318
Expenditures as a Percentage of Pretax Income	**76%**	346%	154%	118%	106%	91%	80%	70%	64%	47%
Taxable Expenditures [1]	**$19,510**	**$8,155**	**$10,748**	**$13,087**	**$15,301**	**$17,987**	**$21,328**	**$26,374**	**$33,567**	**$43,497**
Percentage of Total Expenditures	**31%**	31%	31%	32%	32%	33%	32%	31%	31%	27%
Taxable Expenditures as a Percentage of Pretax Income	**24%**	**108%**	**48%**	**38%**	**34%**	**30%**	**26%**	**22%**	**20%**	**13%**

Source: Bureau of Labor Statistics, Consumer Expenditure Survey 2019, data released September 2020; EPS.

[1] Taxable expenditures includes 100% of BLS reported average annual expenditures in Food away from home; Alcoholic beverages; Other household expenses; Housekeeping supplies; Household furnishings and equipment; Apparel and Services for Men and boys, Women and girls, Children under 2 and Footwear; Vehicle purchases; Gasoline and motor oil; Medical supplies; Audio & visual equipment & services; Pets, toys, and playground equipment; Reading; Tobacco products and smoking supplies; Miscellaneous; and 50% and 25% of average annual expenditures in Drugs and Personal care products/services, respectively.

Table B-11
Stockton Boulevard Specific Plan
Social and Economic Context
Consumer Expenditure Patterns by Income Bracket (2019$)

Taxable Expenditures	Retail Category	Total Surveyed	Income Bracket <$15K	$15K-$30K	$30K-$40K	$40K-$50K	$50K-$70K	$70K-$100K	$100K-$150K	$150K-$200K	>200K
100% Taxable											
Food away from home	FA	**$3,526**	$1,389	$1,806	$2,155	$2,865	$3,051	$3,689	$4,725	$5,847	$9,148
Alcoholic beverages	FA	**$579**	$184	$229	$372	$410	$427	$616	$872	$1,042	$1,618
Other household expenses	BM	**$1,081**	$476	$687	$772	$859	$915	$1,109	$1,301	$1,672	$2,959
Housekeeping supplies	GM	**$766**	$410	$507	$568	$687	$697	$794	$982	$1,283	$1,381
Household furnishings and equipment	HF	**$2,098**	$764	$1,090	$1,224	$1,447	$1,761	$2,173	$2,858	$3,732	$5,899
Apparel and Services [1]	CA	**$1,646**	$769	$783	$1,045	$1,267	$1,420	$1,680	$2,284	$2,959	$3,971
Vehicle purchases	MV	**$4,394**	$1,607	$2,091	$2,728	$3,088	$4,379	$5,176	$6,191	$8,761	$8,996
Gasoline and motor oil	GS	**$2,094**	$970	$1,170	$1,699	$1,864	$2,153	$2,496	$2,927	$3,181	$3,283
Medical supplies	OR	**$194**	$70	$196	$140	$176	$146	$228	$224	$252	$397
Audio & visual equipment & services	GM	**$1,000**	$534	$725	$815	$821	$954	$1,061	$1,371	$1,421	$1,701
Pets, toys, and playground equipment	OR	**$821**	$285	$481	$563	$564	$754	$948	$1,210	$1,557	$1,473
Reading	OR	**$92**	$53	$78	$54	$96	$77	$94	$118	$117	$181
Tobacco products and smoking supplies	OR	**$320**	$291	$308	$338	$344	$376	$409	$320	$201	$155
Miscellaneous	GM	**$899**	$353	$597	$614	$813	$877	$855	$991	$1,542	$2,335
50% Taxable											
Drugs	OR	**$486**	$273	$372	$516	$444	$473	$505	$557	$706	$725
25% Taxable											
Personal care products/services	GM	**$786**	$340	$428	$584	$647	$718	$841	$1,052	$1,234	$1,796
0% Taxable											
Food at home	FH	**$4,643**	$2,528	$3,185	$3,636	$4,329	$4,318	$4,983	$5,908	$6,917	$7,954
Other Apparel Products & Services	CA	**$237**	$93	$129	$148	$133	$166	$219	$281	$478	$835
Vehicle maintenance & repairs	MV	**$887**	$382	$553	$727	$720	$799	$980	$1,197	$1,474	$1,714
Total Retail expenditures		$26,549	$11,771	$15,415	$18,698	$21,574	$24,461	$28,856	$35,369	$44,376	$56,521
Expenditures as a Percent of Pretax Income		36%	150%	69%	54%	48%	41%	34%	29%	26%	18%
Total Retail expenditure excluding Vehicle Purchase		**$22,155**									

Source: Bureau of Labor Statistics, Consumer Expenditure Survey 2019, data released September 2020; EPS.

[1] Excludes "other apparel products & services".

Table B-12
Stockton Boulevard Specific Plan
Social and Economic Context
Consumer Expenditure Patterns by Retail Category (2019$)

Item	Consumer Expenditure Pattern by %	Total Expenditures by Retail Category
	Table B-11	*Table B-10 [1]*
Retail Category		
Motor Vehicle Parts Dealers	4.0%	$333,741,275
Home Furnishings and Appliance Stores	9.5%	$789,390,299
Bldg. Matrl. and Garden Equip. and Supplies	4.9%	$406,735,421
Food and Beverage Stores	21.0%	$1,746,968,141
Gasoline Stations	9.5%	$787,885,265
Clothing and Clothing Accessories Stores	8.5%	$708,494,725
General Merchandise Stores	15.6%	$1,298,468,028
Food Services and Drinking Places	18.5%	$1,544,541,077
Other Retail	8.6%	$719,782,480
Total	**100.0%**	**$8,336,006,712**

Source: EPS.

[1] Total expenditures are consumer units multiplied by average annual expenditures in Table B-10.

APPENDIX C:

Geographic Boundaries in the Study Area

Table C-1 Study Area Census Tract Codes by Subarea C-1

Table C-2 Study Area TAZ Estimates and Projections C-2

Table C-1
Stockton Boulevard Specific Plan
Social and Economic Context
Study Area Census Tract Codes by Subarea

Subarea	Census Tract Number
Elmhurst	
	6067001700
Oak Park	
	6067001800
	6067002700
	6067002800
	6067003700
Fruitridge Pocket	
	6067004401
	6067004402
Tahoe Park	
	6067002900
	6067003000
	6067003101
	6067003102
Lemon Hill	
	6067004601
	6067004602
	6067004702
South of Fruitridge	
	6067003202
	6067003203
	6067003204
	6067004801

tracts

Table C-2
Stockton Boulevard Specific Plan
Social and Economic Context
Study Area TAZ Estimates and Projections (2012-2036)

Item	Study Subarea	2012 Population	2012 Dwelling Units	2020 Population	2020 Dwelling Units	2036 Population	2036 Dwelling Units	Average Annual Growth 2012-2020 Population	Average Annual Growth 2012-2020 Dwelling Units	Average Annual Growth 2020-2036 Population	Average Annual Growth 2020-2036 Dwelling Units
Study Area TAZ											
475	Elmhurst	997	479	1,049	487	1,130	493	0.6%	0.2%	0.5%	0.1%
476	Elmhurst	470	260	806	434	1,749	991	7.0%	6.6%	5.0%	5.3%
477	Elmhurst	1,212	620	1,345	626	1,438	638	1.3%	0.1%	0.4%	0.1%
478	Elmhurst	83	44	115	44	97	44	4.2%	0.0%	(1.1%)	0.1%
479	Oak Park	2,017	1,004	2,197	1,014	2,444	1,073	1.1%	0.1%	0.7%	0.4%
480	Oak Park	2,776	1,361	2,928	1,370	3,526	1,452	0.7%	0.1%	1.2%	0.4%
481	Oak Park	3,293	1,441	3,351	1,458	3,557	1,536	0.2%	0.1%	0.4%	0.3%
482	Oak Park	2,655	1,177	2,816	1,190	3,102	1,325	0.7%	0.1%	0.6%	0.7%
483	Tahoe & Colonial	1,745	764	1,818	766	1,775	777	0.5%	0.0%	(0.1%)	0.1%
484	Tahoe & Colonial	581	263	605	264	609	271	0.5%	0.0%	0.0%	0.2%
485	Tahoe & Colonial	2,790	1,293	3,034	1,295	3,247	1,314	1.1%	0.0%	0.4%	0.1%
486	Tahoe & Colonial	3,521	1,784	3,798	1,787	3,953	1,851	1.0%	0.0%	0.3%	0.2%
487	Tahoe & Colonial	1,971	999	2,099	1,026	2,231	1,058	0.8%	0.3%	0.4%	0.2%
488	Tahoe & Colonial	2,927	1,241	3,068	1,242	3,058	1,248	0.6%	0.0%	(0.0%)	0.0%
489	Tahoe & Colonial	3,063	1,052	3,295	1,170	4,402	1,693	0.9%	1.3%	1.8%	2.3%
490	South of Fruitridge	8,380	2,443	8,014	2,448	8,337	2,653	(0.6%)	0.0%	0.2%	0.5%
491	South of Fruitridge	4,856	1,837	5,224	1,840	5,923	2,219	0.9%	0.0%	0.8%	1.2%
492	Oak Park	3,823	1,366	4,034	1,419	4,402	1,537	0.7%	0.5%	0.5%	0.5%
493	Fruitridge Pocket	3,341	1,474	3,553	1,490	3,774	1,573	0.8%	0.1%	0.4%	0.3%
494	Fruitridge Pocket	4,274	1,339	4,429	1,359	4,646	1,436	0.4%	0.2%	0.3%	0.3%
495	Lemon Hill	4,969	1,614	5,002	1,642	5,935	1,961	0.1%	0.2%	1.1%	1.1%
496	Lemon Hill	3,053	1,050	3,134	1,063	3,043	1,103	0.3%	0.1%	(0.2%)	0.2%
497	Lemon Hill	5,211	1,697	5,309	1,787	6,447	2,073	0.2%	0.6%	1.2%	0.9%
500	South of Fruitridge	1,733	613	1,596	613	2,154	735	(1.0%)	0.0%	1.9%	1.1%
895	Lemon Hill	2,775	941	2,710	942	3,052	983	(0.3%)	0.0%	0.7%	0.3%
896	South of Fruitridge	3,978	1,287	4,140	1,290	4,247	1,324	0.5%	0.0%	0.2%	0.2%
1042	Elmhurst	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
1163	Lemon Hill	1,664	595	1,695	596	1,826	674	0.2%	0.0%	0.5%	0.8%
1174	Elmhurst	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%
1175	Elmhurst	982	605	1,068	605	1,143	625	1.1%	0.0%	0.4%	0.2%
1176	Elmhurst	1,271	618	1,380	619	1,342	633	1.0%	0.0%	(0.2%)	0.1%
Total		**80,411**	**31,260**	**83,612**	**31,883**	**92,589**	**35,295**	**0.5%**	**0.2%**	**0.6%**	**0.6%**
City of Sacramento		456,367	191,749	488,639	201,810	630,597	263,609	**1.4%**	**1.3%**	**1.6%**	**1.7%**
Study Area as % of City		*17.6%*	*16.3%*	*17.1%*	*15.8%*	*14.7%*	*13.4%*				

sa taz

Source: Sacramento Area Council of Governments (SACOG) 2016 MTP/SCS Modeling Projections by Traffic Analysis Zones (TAZ) for 2012, 2020 and 2036; EPS.

Appendix C:

Residential and Commercial Gentrification Assessment

MEMORANDUM

To: City of Sacramento, Elizabeth Boyd

From: Amy Lapin and Kate O'Beirne

Subject: Stockton Boulevard Specific Plan Residential and Commercial Gentrification Assessment Update; EPS #192166

Date: September 2, 2022

Reader's Note: This memorandum updates an initial memorandum evaluating residential and commercial gentrification in the Study Area, prepared in September 2021. The analysis contained herein presents an update to the commercial gentrification analysis only, based on an expanded evaluation of commercial trends occurring citywide. More information related to the updated analysis and methodology can be found in the Commercial Gentrification Assessment section.

The City of Sacramento (City) initiated a planning process to prepare a specific plan and neighborhood action plan for the Stockton Boulevard corridor and surrounding neighborhoods. The process has encompassed robust stakeholder involvement and myriad technical analyses and will culminate in targeted strategies to guide development, prioritize funding, and facilitate investment in equitable social, financial, and health outcomes for existing residents and businesses.

As part of the planning process, Economic & Planning Systems, Inc. (EPS) prepared a comprehensive economic context report in February 2021 (February 2021 Report) that summarized existing socioeconomic and real estate conditions in the broader Stockton Boulevard Strategic Neighborhood Action Plan (SNAP) Study Area surrounding the corridor (Specific Plan Area). See **Map 1** for the boundaries of the Specific Plan Area and Neighborhood Study Area.[1]

[1] The Stockton Boulevard Specific Plan Economic Context Report, prepared by EPS for the City, can be found online: http://www.cityofsacramento.org/-/media/Corporate/Files/CDD/Planning/Stockton-Blvd-Plan/Stockton-Blvd-SP-Economic-Context-Final-Report-02-09-2021.pdf?la=en

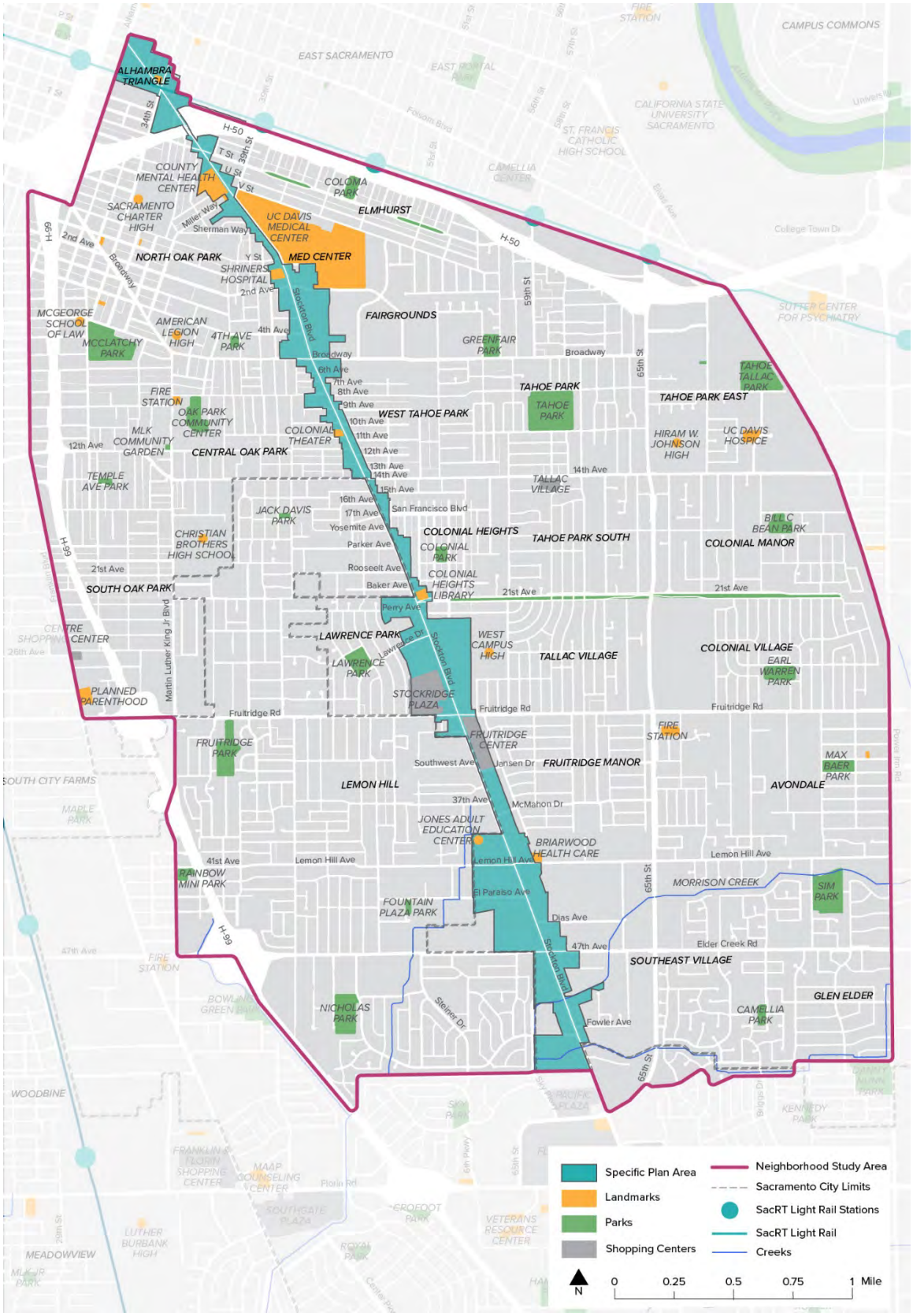
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Map 1. Stockton Boulevard Specific Plan Area and Defined Neighborhood Study Area



Building on historical and forecasted socioeconomic and real estate trends in the Neighborhood Study Area highlighted in the February 2021 Report and in response to concerns expressed by local stakeholders, the City requested EPS assess residential and commercial gentrification trends in the Neighborhood Study Area.

This memorandum summarizes the key findings and methodological approach used to conduct the gentrification assessment for the Specific Plan Area. Also included, in the appendices of this memorandum, are detailed methodological steps to conduct the gentrification assessment summarized in this document for other study areas in the City.

The findings from this assessment are intended to be used, in part, to establish actionable strategies to continue investing in the Neighborhood Study Area while minimizing gentrification-related displacement. These strategies will be vetted and prioritized with City staff and community stakeholders as part of the forthcoming Specific Plan Area neighborhood action plan.

Organization of this Memorandum

This memorandum provides context and salient socioeconomic and real estate findings about the Neighborhood Study Area from the February 2021 Report, before providing an overview of gentrification, and summarizing key findings from the residential and commercial gentrification assessments. Use the following links to directly access specific sections of this memorandum:

- Stockton Boulevard Plan Area and Neighborhood Study Area Context
- Gentrification Overview
- Residential Gentrification Assessment
- Commercial Gentrification Assessment
- Next Steps and Policy Considerations

This memorandum also includes two appendices: **Appendix A**, which provides the detailed residential gentrification assessment methodology, and **Appendix B**, which provides the detailed commercial gentrification assessment methodology. These methodological approaches can be used by City staff to conduct gentrification assessments in other study areas in the City.

Stockton Boulevard Plan Area and Neighborhood Study Area Context

Plan Area Overview

Stockton Boulevard serves as an important five-lane corridor, connecting downtown to south Sacramento and adjacent neighborhoods, and accommodating one of Sacramento Regional Transit's (RT) busiest bus routes. The Plan Area, which encompasses a 4.8-mile segment of Stockton Boulevard within the City, spans from Alhambra Boulevard to the north to the City's southern boundary to the south.

The Plan Area is a predominantly commercial corridor comprising approximately 420 acres (424 parcels) in total, with about 280 acres (about 240 parcels) of commercially-zoned property. **Table 1** provides a summary of land uses in both the Specific Plan Area and the broader Neighborhood Study Area, which is described in more detail in the next section.

Table 1. Stockton Boulevard Specific Plan Area and Neighborhood Study Area by Current Land Use Designation

	Plan Area [1] [2]			Study Area [1]		
Item	Parcels	Acres	% of Total Acreage	Parcels	Acres	% of Total Acreage
Land Use						
Residential	138	55.8	13.2%	24,854	4,240.2	73.4%
Commercial						
Retail/Commercial	184	183.2	43.5%	573	335.2	5.8%
Office	43	68.7	16.3%	113	195.2	3.4%
Medical	12	31.1	7.4%	46	127.6	2.2%
Subtotal Commercial	**239**	**283.0**	**67.2%**	**732**	**658.0**	**11.4%**
Agriculture	0	0.0	0.0%	2	0.4	0.0%
Industrial	18	27.9	6.6%	110	192.8	3.3%
Public	10	40.7	9.7%	102	360.0	6.2%
Recreational	4	3.2	0.8%	9	7.5	0.1%
Other	15	10.8	2.6%	425	318.0	5.5%
Total	**424**	**421.4**	**100.0%**	**26,234**	**5,776.9**	**100.0%**

Source: Ascent Stockton Boulevard Plan Area; County of Sacramento; EPS.

[1] Parcel and acreage information excludes Right-of-Way (ROW).
[2] Land Use acreage in Plan Area includes an estimated 60 acres of vacant land with a range of residential and nonresidential zoning designations.

Neighborhood Study Area Overview

The Neighborhood Study Area includes the Specific Plan Area and multiple diverse neighborhoods to the east and west of the corridor. The Neighborhood Study Area is approximately 7,400 total acres (nearly 5,800 acres excluding Right-of-Way), over 70 percent of which is contained in the City with the remaining acreage located in unincorporated Sacramento County (County).[2] The Neighborhood Study Area is bounded by U.S. Highway 50 (Hwy 50) and the Sacramento RT Light Rail Gold Line to the north, Power Inn Road to the east, Morrison Creek to the south, and Highway 99 to the west.

Similar to the approach used in the February 2021 Report, the gentrification assessment delineates the Neighborhood Study Area into the following six Subareas (see **Map 2**):

- Elmhurst
- Oak Park
- Fruitridge Pocket
- Tahoe & Colonial
- Lemon Hill
- South of Fruitridge

Neighborhood Study Area Socioeconomic Context

As of 2018, the Neighborhood Study Area contained over 86,000 residents (17 percent of City residents), almost 31,900 housing units (16 percent of the City's housing supply), and 31,300 jobs (10 percent of total jobs in the City).

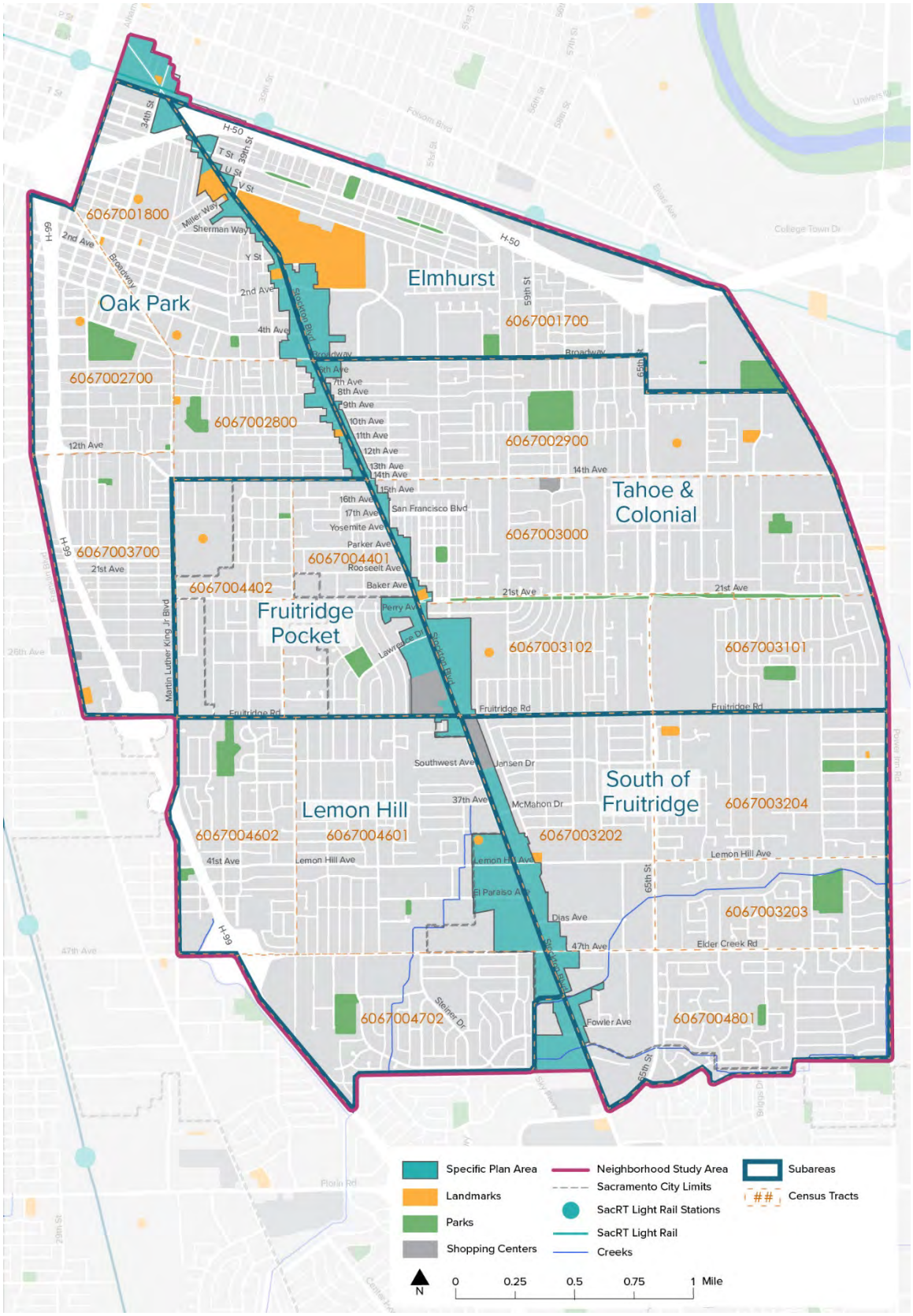
Socioeconomic Trends

Many of the Neighborhood Study Area neighborhoods have been historically occupied by lower-income households and residents comprising "Communities of Color," including residents that identify as Black or African American, Vietnamese American, Latino, and Hispanic.[3] Between 2010 and 2018, the percentage of the Neighborhood Study Area's population that identified as a race or ethnicity considered a community of color remained constant but there was a notable shift to the east and south, with percentage declines in Elmhurst and Oak Park Subareas and percentage increases in Tahoe & Colonial, Lemon Hill, and South of Fruitridge Subareas. Similarly, in reviewing trends about residents who identify as Black or African American only, the percentage of Neighborhood Study Area population remained steady between 2010 and 2018 but the historically Black and African American community of Oak Park experienced significant declines for this population in contrast to large increases in the Fruitridge Pocket Subarea.

[2] Note that the Study Area does not align with the northern and southern boundaries of the Plan Area because the Study Area uses Census Tract boundaries whereas the Plan Area uses parcel boundaries. See **Map 2**.

[3] For this analysis, "Communities of Color" include populations that identify as Black or African American, American Indian, and Alaska Native, Asian, Native Hawaiian and Other Pacific Islanders, Hispanic or Latino, Some other Race, and Two or More Races in the ACS.

Map 2. Stockton Boulevard Neighborhood Study Area and Study Subareas



The February 2021 Report noted that, since 2010, the Neighborhood Study Area's population has become wealthier and more educated, with Subareas in the northern portion of the Neighborhood Study Area comprising a greater concentration of higher-income households and greater levels of higher educational attainment. Further, nearly all Subareas in the Neighborhood Study Area experienced declines in the percentage of residents living under the poverty level, with the most significant declines occurring in the Oak Park and Fruitridge Pocket Subareas.

Employment Trends

The Neighborhood Study Area is a strong employment node within the City with employment concentrated in Health Care, Educational Services, and Utilities industries. The Neighborhood Study Area is home to significant existing and planned medical facilities in the Elmhurst Subarea, including the existing UC Davis Medical Center (plus a planned expansion); the Shriners Hospital for Children; and the planned Aggie Square mixed-use innovation and research project. The Neighborhood Study Area is also home to the Sacramento City Unified School District (SCUSD) Offices in the Lemon Hill Subarea, and the Sacramento Municipal Utility District (SMUD) headquarters also in the Elmhurst Subarea.

Real Estate and Cultural Trends

As Sacramento's first suburb, the Oak Park neighborhood has undergone considerable change over the years, from a thriving, predominantly white working class community to a thriving, predominantly Black working class community, to a community with higher than average poverty, crime, and neglect.[4] Redevelopment efforts in north Oak Park began in the 1970s but change was negligible until a surge of new commercial and residential revitalization projects commenced in the early 2000s.[5] Thereafter, bolstered by continued job growth driven by the medical facilities and SMUD headquarters in the Oak Park and Elmhurst Subareas respectively, as well as consumer preferences for living in urban locations close to employment opportunities and services, several projects with a mix of residential and commercial uses were developed in the northern portion of the Neighborhood Study Area. Adjacent to northern Oak Park, the high-end, market-rate residential project, The Gio, was constructed in the Elmhurst Subarea and has primarily attracted nearby medical facility employees.

Along Stockton Boulevard in the center of the Neighborhood Study Area, the northern portion of the South of Fruitridge Subarea and the Fruitridge Pocket Subarea are experiencing increased development activity, with the redevelopment of two retail shopping centers. The north end of the Fruitridge Shopping Center includes the addition of national chains Starbucks and a CVS Pharmacy and Stockton Plaza includes the

[4] Hooks, Kris, 2017. The Gentrification of Sacramento's Oak Park. KCET Public Media Group. https://www.kcet.org/shows/city-rising/the-gentrification-of-sacramentos-oak-park [Accessed June 2021].

[5] Ibid.

addition of national chains of Planet Fitness, Smart & Final, and Ross Dress for Less as well as smaller retail shops.

The southern portion of the Neighborhood Study Area contains the Little Saigon District, an Asian American and Pacific Islander district that spans 2 miles along Stockton Boulevard from Fruitridge to the southern City boundary. The Little Saigon District was officially designated as a business district in 2010, but its role as a cultural hub for the Vietnamese community emerged over 40 years ago.[6] The district currently includes a concentration of Southeast Asian businesses in the Lemon Hill and South of Fruitridge Subareas.

With recent redevelopment efforts and significant forthcoming investment in the Neighborhood Study Area, including development projects (Aggie Square, UC Davis Medical Center Hospital expansion, several proposed and approved residential projects along the Boulevard) and public infrastructure projects (transportation improvements), and an objective of supporting inclusive economic development to improve prosperity for residents and businesses, it is imperative to understand the extent to which gentrification pressures exist in the Neighborhood Study Area.

Gentrification Overview

Although neighborhoods continually experience some degree of change, the concept of gentrification was first introduced in the 1960s, when an influx of "gentry," a reference to middle-class residents, moved into a low-income neighborhood in London, England, displacing residents and changing the social character of the community.[7] Since then, gentrification has been identified and studied in cities globally. In the United States, gentrification has tended to occur primarily in large coastal cities but has also appeared in smaller cities in neighborhoods with a high concentration of amenities near a central business district.[8]

In a review of relevant literature, however, there does not appear to be a universally accepted definition of gentrification. Many definitions focus on one or more of the impacts of gentrification but there is no consensus on which factors are the most salient. Some definitions focus on the displacement of existing residents, while other definitions highlight the change in a neighborhood's character. Still other definitions reference

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[6] Mizes-Tan, Sarah, 2021. A Neighborhood IN Transition: Sacramento's Little Saigon Grapples with Culture And The American Dream. Capital Public Radio. https://www.capradio.org/articles/2021/02/11/a-neighborhood-in-transition-sacramentos-little-saigon-grapples-with-culture-and-the-american-dream/ [Accessed June 2021].

[7] Solomon, Jane, 2014. When and Where Did the Word Gentrification Originate. KQED. https://www.kqed.org/news/136343/gentrification-a-word-from-another-place-and-time [Accessed July 2021].

[8] Wiltse-Ahmad, Alyssa, 2019. Study: Gentrification and Cultural Displacement Most Intense in America's Largest Cities, And Absent from Many Others. National Community Reinvestment Coalitions. https://ncrc.org/study-gentrification-and-cultural-displacement-most-intense-in-americas-largest-cities-and-absent-from-many-others/ [Accessed July 2021].

increased property values as the essential element signifying gentrification.[9] Often, gentrification is described as a process of neighborhood renewal or revitalization without identifying specific impacts.

The City's 2021-2029 Housing Element, adopted in August 2021, defines gentrification as "the process by which higher income households displace lower income residents of a neighborhood, changing the essential character of that neighborhood. Often, though not always, gentrification has a very clear racial component, as higher income white households replace lower income minority households." The City's definition emphasizes the process of change, noting the impacts consist of changes to the cultural and socioeconomic characteristics of the neighborhood.

Causes and Effects of Gentrification

As described above, gentrification is a complicated economic force that has been interpreted in myriad ways. The precise causes of gentrification have been widely debated but many academic studies have identified the primary causes as those that fall under the following three general, and sometimes overlapping, categories.[10]

- **Private market forces**, including commercial and residential investment; property value increases; conversion from rental to homeownership housing; the presence of amenities; rapid employment growth; a tight housing market.
- **Socioeconomic changes**, including individual preferences for amenities and urban locales; an influx of higher-income households, college-educated residents, white residents, and non-family households.
- **Public sector policies**, including long-term cycles of public investment and disinvestment that cause property values to increase or decline; local and Federal financial incentives that encourage private investment; disposition of public-owned property; zoning and code enforcement.[11]

Causes that fall under the categories of "private market forces" and "socioeconomic changes" represent factors that have the potential to attract or deter wealthier residents from investing in a lower-income neighborhood. Causes that fall under the category of "public-sector policies" reflect the set of rules made by policymakers that make gentrification more or less likely to occur. There is evidence that the causes of

[9] Chapple, Karen, 2009. Mapping Susceptibility to Gentrification: The Early Warning Toolkit. https://communityinnovation.berkeley.edu/sites/default/files/mapping_susceptibility_to_gentrification.pdf [Accessed June 2021].

[10] Holland, Steve, 2016. Gentrification: Causes and Consequences. Journal of Lutheran Ethics. https://www.elca.org/JLE/Articles/1135#_edn12 [Accessed July 2021].

[11] Kennedy, Maureen; and Paul Leonard, 2001.Dealing With Neighborhood Change: A Primer On Gentrification and Policy Choices. The Brookings Institution Center on Urban and Metropolitan Policy. https://www.brookings.edu/wp-content/uploads/2016/06/gentrification.pdf [Accessed July 2021].

gentrification likely stem from some combination of these factors.[12] Notably, many of the drivers of gentrification are also essential components for successful urban environments.

Gentrification can have positive or negative effects, depending on the circumstances of the neighborhood, city, or region, and on the constituency affected. Positive impacts may include increased commercial activity, improved economic opportunity, lower poverty and crime rates, and an increase in property values, which can benefit existing homeowners. The negative effects of gentrification can include increased rents and the loss of affordable residential and commercial space, which primarily impacts renters, the displacement of low-income households, and the transformation of a community's cultural and social fabric. However, research on the impacts of gentrification has produced contradictory findings, resulting in challenges regarding clear-cut policy solutions.[13]

While displacement is often considered the primary negative consequence of gentrification, it may not be as causal as once thought. Several studies have suggested that displacement rates are no higher in gentrifying neighborhoods than they are elsewhere, supporting an approach of evaluating displacement separate from the leading drivers of gentrification (factors that are causing neighborhood change).[14] [15] [16]

A recent study distinguished between gentrification (the process of neighborhood change) and displacement (what happens to households in the neighborhood). The study highlighted the finding that low-income households move around frequently, regardless of whether the household is living in a gentrifying neighborhood, and regardless of their neighborhood location (in New York City), type of residence (market-rate or affordable housing), or demographic group (race). In short, the study concluded that lower-income households tend to be very residential unstable and can lose their housing or be forced to

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[12] Chapple, Karen, 2009. Mapping Susceptibility to Gentrification: The Early Warning Toolkit. Center for Community Innovation at the Institute of Urban and Regional Development. https://communityinnovation.berkeley.edu/sites/default/files/mapping_susceptibility_to_gentrification.pdf [Accessed July 2021].

[13] Kennedy, Maureen; and Paul Leonard, 2001. Dealing With Neighborhood Change: A Primer On Gentrification and Policy Choices. The Brookings Institution Center on Urban and Metropolitan Policy. https://www.brookings.edu/wp-content/uploads/2016/06/gentrification.pdf [Accessed July 2021].

[14] Brummet, Quentin; and Reed, Davine, 2019. The Effects of Gentrification on the Well-Being and Opportunity of Original Resident Adults and Children. Federal Reserve Bank of Philadelphia. https://www.philadelphiafed.org/-/media/frbp/assets/working-papers/2019/wp19-30.pdf?la=en [Accessed July 2021].

[15] Gould Ellen, Ingrid; and O'Regan, Kathy, 2010. How Low-Income Neighborhoods Change: Entry, Exit, and Enhancement. Furman Center for Real Estate & Urban Policy. https://furmancenter.org/files/publications/How_Low_Income_Neighborhoods_Change_1.pdf [Accessed July 2021].

[16] Refer to the Analysis Limitations section of this document for details on the components needed for a displacement study.

move for any number of reasons.[17] As another study noted, low-income household rates of mobility tend to be uniformly high across all types of neighborhoods.[18]

The precise cause of residential instability is difficult to discern because multiple factors often coalesce resulting in both intended and unintended household movement. These factors include:

- **Individual and household characteristics**, including changes in household income and benefits, employment status, family composition, availability of childcare, and physical and mental health.
- **Housing unit characteristics**, including damage or disrepair, housing code violations, and conflicts with landlords.
- **Neighborhood-level dynamics**, including blight, vacant buildings and lots, an increase in violent crime, and socioeconomic changes.
- **Local, regional, or broader housing market dynamics,** including market-rate and affordable housing supply, and other economic factors that influence residential consumer (renters and buyers) and property owner behaviors (e.g., mortgage interest rates; consumer demand). Exclusionary zoning, racial and ethnic segregation, and housing and mortgage discrimination also can influence housing instability.
- **Other local, State, and Federal systems**, including the availability of housing assistance and other social welfare support, the criminal justice system, and changes in the labor market (including employment supply and wages).[19] [20]

The findings regarding uniform residential instability, regardless of whether a neighborhood is gentrifying, may be surprising, as they run counter to prevailing notions of gentrification's most concerning impact. One reason why displacement has been inextricably linked to gentrification may be that "displacement is simply more salient in gentrifying areas. People may be less likely to notice the evictions and forced moves in other neighborhoods, because in non-gentrifying neighborhoods newly entering tenants

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[17] Dragan, Kacie; Ellen, Ingrid; and Glied, Sherry A., 2019. Does Gentrification Displace Poor Children? New Evidence from New York City Medicaid Data. National Bureau of Economic Research. https://www.nber.org/system/files/working_papers/w25809/w25809.pdf [Accessed June 2021].

[18] Richardson, Jason, Bruce Mitchell, and Juan Franco. Shifting Neighborhoods, Gentrification and cultural displacement in American cities. National Community Reinvestment Coalition. https://ncrc.org/gentrification/ [Accessed June 2021].

[19] Desmond, Matthew. Evicted: Poverty and Profit in the American City. New York: Crown Publishers, 2016.

[20] Theodos, Brett, Sara McTarnaghan, and Claudia Coulton, 2018. Family Residential Instability: What Can States and Localities Do? https://www.urban.org/sites/default/files/publication/98286/family_residential_instability_what_can_states_and_localities_do_1.pdf [Accessed August 2021].

more closely resemble those exiting."[21] Another reason may be because of data limitations; U.S. Census data is the primary source of longitudinal socioeconomic data, but it doesn't provide information about why households move or the location of their next residence.

That said, it is evident that a combination of market, demographic, and public policy factors can increase demand and pricing for real estate in some neighborhoods, in particular those neighborhoods that are proximal to employment opportunities, amenities, and other high-value neighborhoods. As a result, some households, primarily renters, will be priced out of their neighborhood and seek housing in more affordable locales. When displacement does occur, this change in residence can have detrimental impacts on residents, impeding access to healthy food, health care, recreation, and social networks and causing stress and mental health issues.[22] [23] Furthermore, residents who move out of a neighborhood because of price increases may find themselves unable to return, even more so if demand for location increases but the housing supply, both market rate and affordable, does not commensurately increase.

Commercial Gentrification

The overwhelming majority of discourse on gentrification relates to its impacts on residents. To the extent that residents experience rising housing costs and are forced to move to another neighborhood and in-migrating residents have different tastes and preferences, commercial businesses, in particular small businesses that catered to the original residents, may also be vulnerable to gentrification pressures. Commercial tenants in gentrifying neighborhoods also may be subject to predatory leasing practices, harassment from landlords, rising rents, and competition from new businesses.[24] And, with less access to capital and credit than their white counterparts, small businesses owned by people of color can be at higher risk of business closure or displacement from gentrification. The primary signals of commercial gentrification include declines in

[21] Richardson, Jason, Bruce Mitchell, and Juan Franco. Shifting Neighborhoods, Gentrification and cultural displacement in American cities. National Community Reinvestment Coalition. https://ncrc.org/gentrification/ [Accessed June 2021].

[22] Centers for Disease Control and Prevention, 2009. Health Effects of Gentrification. https://www.cdc.gov/healthyplaces/healthtopics/gentrification.htm [Accessed June 2021].

[23] Brummet, Quentin; and Reed, Davine, 2019. The Effects of Gentrification on the Well-Being and Opportunity of Original Resident Adults and Children. Federal Reserve Bank of Philadelphia. https://www.philadelphiafed.org/-/media/frbp/assets/working-papers/2019/wp19-30.pdf?la=en [Accessed June 2021].

[24] Lung-Amam, Willow, 2021. Businesses Are Victims of Gentrification, Too. Bloomberg CityLab. https://www.bloomberg.com/news/articles/2021-05-19/small-businesses-are-victims-of-gentrification-too [Accessed July 2021].

minority-owned and non-chain, small establishments as well as a higher churn rate of infrequent (not patronized often) and discretionary (optional spending) establishments.[25]

Residential Gentrification Assessment

Drawing from the extensive body of research and well-documented gentrification evaluation methodologies developed by the UC Berkeley Urban Displacement Project and the University of Texas at Austin's The Uprooted Project, EPS prepared a similar but simplified, quantitative-based methodology for the purpose of assessing current conditions in the Neighborhood Study Area and creating a framework the City can replicate and modify, to continue to evaluate the Neighborhood Study Area and other neighborhoods in the City.[26] [27]

Residential Gentrification Methodological Approach

The methodology used in this analysis relies on socioeconomic data obtained from the U.S. Census American Community Survey (ACS) to measure gentrification conditions and estimated low-income household displacement as of 2018 in the Neighborhood Study Area Subareas.[28] The methodology is based on metrics that are theorized to contribute to gentrification and displacement conditions as described further below.

1. **Household income**. This criterion categorizes the income-level of the households in each Census Tract in the Study Area based on the notion that tracts with a concentration of existing low-income households are susceptible to gentrification and displacement whereas tracts with a concentration of moderate- to high-income households are susceptible to increasing exclusivity (exclusion of low-income households). A Census Tract's household income category was assigned based on whether the majority of households had an income that fell within income categories defined by the California Department of Housing and Community Development (HCD) Income Limits for Sacramento County (i.e., low-income, moderate-income, high-income). If the Census Tract did not contain a majority of households that fell within an income category, the tract was defined as containing a mixture of household

[25] Chapple, Karen, UC Berkeley & Anastasia Loukaitou-Sideris, UC Los Angeles with Silvia R. González, Dov Kadin & Joseph Poirier. Commercial Gentrification Analysis: Methodology. Urban Displacement Project.
https://www.urbandisplacement.org/sites/default/files/commercial_gentrification_methodology._.pdf
[Accessed May 2021].

[26] For more information on the UC Berkeley Urban Displacement Project research and methodology, refer to the following publications on their Web site: https://www.urbandisplacement.org/publications.

[27] For more information on University of Texas at Austin's The Uprooted Project, refer to their Web site: https://sites.utexas.edu/gentrificationproject/.

[28] The U.S. Census ACS data for 2018 was the most current available data at the time this analysis was completed.

incomes and the income category was assigned based on the tract's median household income (i.e., Mixed-Low; Mixed-Moderate; Mixed-High).

2. **Change in low-income households.** This criterion reflects the change in the number of low-income households in each Census Tract from 2010 to 2018. A decline in low-income households coupled with a Low-Income category assignment signals the potential for ongoing displacement as well as susceptibility to gentrification when coupled with other factors present in that tract. It should be noted that because of data limitations related to the specifics of the households being measured, it cannot be concluded with certainty if the declines represent displacement or other intended or unintended move.

3. **Rental housing costs.** This criterion measures the average annual change in median gross rent in the Census Tract or adjacent Census Tract, as high rent burdens (and significant changes in rental rates) are strongly associated with both gentrification and displacement. In combination with the low-income category status and other metrics, moderate to significant increases in rental housing costs in or near a Census Tract can signify early to advanced gentrification status.

4. The **proportion of college-educated residents.** This criterion measures the percentage of residents with an Associate's degree or higher compared to the City as a whole in both 2010 and 2018. In combination with the household income category status and other metrics, a higher percentage of college-educated residents is strongly associated with susceptibility to gentrification and displacement of low-income households.

5. The **proportion of White residents.** This criterion measures the percentage of residents that identify as White compared to the City as a whole in both 2010 and 2018. In combination with the household income category status and other metrics, a higher percentage of White residents may be associated with susceptibility to gentrification and displacement of low-income households.

6. The **proportion of Homeowner-residents.** This criterion measures the percentage of residents that own their home compared to the City as a whole in both 2010 and 2018. In combination with the household income category status and other metrics, a higher percentage of homeowners may be associated with exclusivity of low-income households.

Using ACS data at the Census Tract geography level, Census Tracts in the Neighborhood Study Area were categorized, first by their predominant household income level, and then by the degree to which each Census Tract experienced leading indicators of gentrification between 2010 and 2018, as described above.

Similar to the Urban Displacement Project approach, the analysis defined household income profiles for each Census Tract as the basis for determining whether an area would be considered along the spectrum of either gentrification or exclusivity (i.e., higher-income and higher housing cost areas that likely provide limited housing opportunities for low-income households). Thus, each Census Tract was assigned a low-, moderate-, or

high-income profile designation which reflects estimated vulnerability to gentrification and displacement pressures (i.e., predominantly low-income household Census Tracts are more vulnerable than moderate- to high-income Census Tracts). Once an income profile was defined, EPS defined criteria for seven different categories related to gentrification or exclusivity, which are described in more detail below. The detailed residential gentrification methodology and gentrification category data and calculations is provided in **Appendix A**.

Low-Income Census Tract Gentrification Categories

- **Susceptible to Displacement.** A Census Tract was considered Susceptible to Displacement if it met a single criterion: whether it was categorized as a low-income Census tract as of 2018. This categorization acknowledges the findings in recent studies that indicate that lower-income households are residentially unstable for a variety of reasons, including gentrification pressures.
- **Susceptible to Gentrification**. Building on the previous "Susceptible to Displacement" category, a Census Tract was considered Susceptible to Gentrification if it met two criteria: 1) it was determined to be a low-income Census Tract as of 2018; and 2) it contained rental housing that demonstrated a moderate to significant increase in pricing between 2010 and 2018 or was located adjacent to a Census Tract that contained rental housing that experienced a moderate to significant increase in pricing. These factors identify Census Tracts that are not currently determined to be gentrifying but exhibiting changing conditions in the rental housing market or adjacent to a neighborhood (Census Tract) with changing conditions in the rental housing market, which can have a geographical ripple effect and increase risk for gentrification in the Census Tract.
- **Early Gentrification.** Building on the previous "Susceptible to Gentrification" category, a Census Tract was considered to be experiencing Early Gentrification if it met the following four criteria: 1) it was determined to be a low-income Census Tract as of 2018; 2) it contained rental housing that demonstrated a significant increase in pricing between 2010 and 2018; 3) there was a decline in low-income households between 2010 and 2018; and 4) the Census Tract exhibited one of three key demographic trends that have been demonstrated to be an indicator of gentrification. These factors are aligned with a combination of factors, as described earlier in this memorandum (private market forces; demographic changes) that suggest an early stage of gentrification.
- **Advanced Gentrification**. A Census Tract was considered to be experiencing Advanced Gentrification if it met the same criteria as the criteria described under the "Early Gentrification" category but instead of meeting only one of three key demographic trends, the Census Tract met two of three key demographic trends, exhibiting conditions aligning with advanced gentrification.

Moderate- to High-Income Census Tract Exclusivity Categories

- **At Risk of Becoming Exclusive**. A Census Tract was categorized as being At Risk of Becoming Exclusive if it met the following criteria: 1) it was determined to be a

moderate-income Census Tract as of 2018; and, 2) the Census Tract exhibited at least one of three key demographic trends that demonstrate the area is trending towards potential exclusivity. Neighborhoods that are at risk of becoming exclusive pose a particular concern to adjacent lower-income neighborhoods, as proximity has been found to be a factor leading to gentrification in the adjacent low-income neighborhood.

- **Early Exclusivity**. A Census Tract was categorized as experiencing Early Exclusivity if it met the following three criteria: 1) it was determined to be a moderate- to high-income Census Tract as of 2018; 2) there was a decline in low-income households between 2010 and 2018; and 3) the Census Tract exhibited at least two of three key demographic trends that demonstrate the neighborhood has begun the process of becoming an exclusive, higher-income and higher-housing cost neighborhood.
- **Advanced Exclusivity**. A Census Tract was categorized as experiencing Advanced Exclusivity if it met the following two criteria: 1) it was determined to be a high-income Census Tract as of 2018; and 3) the Census Tract exhibited at least two of three key demographic trends that demonstrate the neighborhood has become an exclusive, higher-income and higher-housing cost neighborhood.

Historical Decline of Low-Income Households (Potential for Ongoing Displacement)

This analysis evaluates changes in the number of low-income households that occurred between 2010 and 2018 as a proxy for displacement. This analysis does not categorize the extent of the decline (i.e., minimal, moderate, or significant), primarily because the scope of the analysis was limited to the Neighborhood Study Area, which did not allow for conclusions within the context of a larger geography (i.e., City, County).

This analysis does not assume displacement is occurring along the continuum of gentrification and exclusivity designations. Rather, this analysis provides a metric for displacement as a separate overlay, reflecting evidence that suggests displacement of low-income households may be occurring in gentrifying and non-gentrifying neighborhoods alike.

Residential Gentrification Assessment Findings

Table 2 summarizes the gentrification and displacement assessment findings for the Neighborhood Study Area. The residential gentrification and displacement results are also displayed geographically by Census Tract by Subarea in **Map 3**. The data supporting these findings are provided in **Appendix A**:

Table 2. Residential Gentrification Assessment Criteria

Category	Residential Gentrification Criteria
2018 Income Category	Determination of the predominant household income level for households in a Census Tract to determine the extent of gentrification or exclusivity (Low, Moderate, High)
Susceptibility and Potential for Ongoing Displacement	
Susceptible to Displacement of Low Income Households	1. Predominantly low income CT or median household income < 80% AMI in **2018**
Historical Decline of Low Income Households (Potential for Ongoing Displacement)	1. Decline in low income households between **2010-2018**
Low-Income Census Tract Gentrification Categories	
Susceptible to Gentrification	1. Predominantly low income CT or median household income < 80% AMI in **2018** 2. Moderate to significant average, annual increase (2 to >5%) or adjacent to a CT with a moderate to significant average, annual increase in rental housing costs between **2010-2018**
Early Gentrification	1. Predominantly low income CT or median household income < 80% AMI in **2018** 2. Decline in low income households between **2010-2018** 3. Significant average, annual increase (>5%) in rental housing costs between **2010-2018** 4. Meets 1 of 3 demographic gentrification criteria in **2018**
Advanced Gentrification	1. Predominantly moderate income CT or median household income is between 80% and 120% AMI in **2018** 2. Decline in low income households between **2010-2018** 3. Significant average, annual increase (>5%) in rental housing costs between **2010-2018** 4. Meets 2 of 3 demographic gentrification criteria in **2010 and 2018**
Moderate-to-High-Income Census Tract Exclusivity Categories	
At Risk for Becoming Exclusive (Stable Moderate Income)	1. Predominantly moderate income CT or median household income is between 80% and 120% AMI in **2018** 2. Meets at least 1 of 3 demographic gentrification criteria in **2010 and 2018**
Early Exclusivity (Stable Moderate to High Income)	1. Predominantly moderate to high income CT or median household income is between 80% and 120% or > 120% AMI in **2018** 2. Decline in low income households between **2010-2018** 3. Meets at least 2 of 3 demographic gentrification criteria in **2010 and 2018**
Advanced Exclusivity (Stable High Income)	1. Predominantly high income CT or median household income is > 120% AMI in **2018** 2. Meets at least 2 of 3 demographic gentrification criteria in **2010 and 2018**

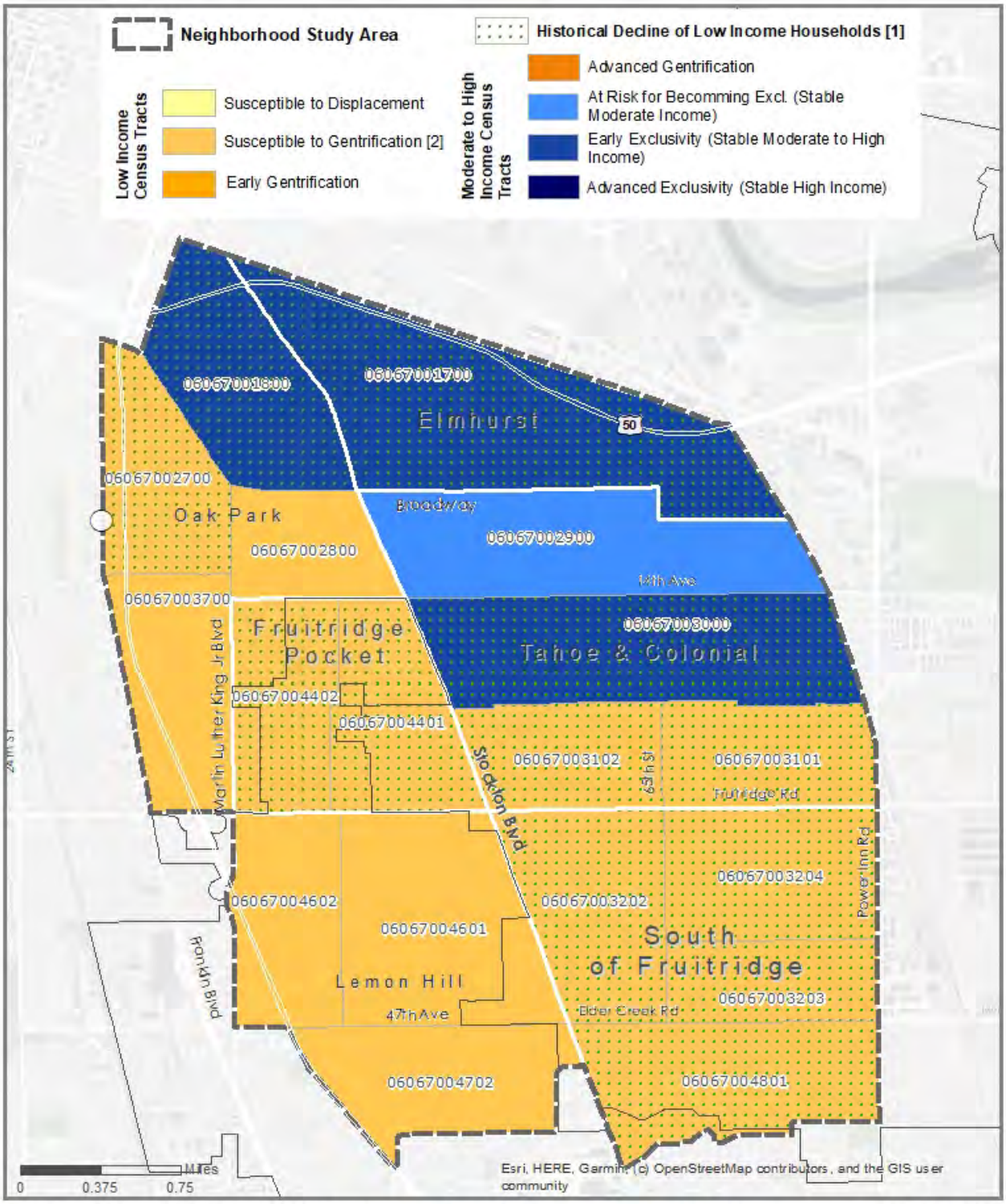
Source: City of Sacramento https://www.cityofsacramento.org/tpp; U.S Census ACS 2010 and 2018; State of California Department of Housing and Community Development (HCD); UC Berkeley Urban Displacement Project; EPS.

Table 2- A. Residential Gentrification Assessment Categories by Census Tract

Study Subarea/ Census Tract	2018 Income Category of Census Tract	Susceptibility and Potential for Ongoing Displacement		Low-Income Census Tract Gentrification Categories			Moderate-to-High-Income Census Tract Exclusivity Categories		
		Susceptible to Displacement of Low Income Households	Historical Decline of Low Income HHs (Potential for Ongoing Displacement)	Susceptible to Gentrification	Early Gentrification	Advanced Gentrification	At Risk of Becoming Exclusive (Stable Moderate Income)	Early Exclusivity (Stable Moderate to High Income)	Advanced Exclusivity (Stable High Income)
Source	*Table A-1*	*Table A-2*	*Table A-2*	*Table A-3*	*Table A-3*	*Table A-3*	*Table A-4*	*Table A-4*	*Table A-4*
Elmhurst									
6067001700	Mixed-Moderate	No	Yes	No	No	No	No	Yes	No
Oak Park									
6067001800	Mixed-Moderate	No	Yes	No	No	No	No	Yes	No
6067002700	Low	Yes	Yes	Yes	No	No	No	No	No
6067002800	Low	Yes	No	Yes	No	No	No	No	No
6067003700	Low	Yes	No	Yes	No	No	No	No	No
Fruitridge Pocket									
6067004401	Low	Yes	Yes	Yes	No	No	No	No	No
6067004402	Low	Yes	Yes	Yes	No	No	No	No	No
Tahoe & Colonial									
6067002900	Mixed-Moderate	No	No	No	No	No	Yes	No	No
6067003000	Mixed-Moderate	No	Yes	No	No	No	No	Yes	No
6067003101	Low	Yes	Yes	Yes	No	No	No	No	No
6067003102	Low	Yes	Yes	Yes	No	No	No	No	No
Lemon Hill									
6067004601	Low	Yes	No	Yes	No	No	No	No	No
6067004602	Low	Yes	No	Yes	No	No	No	No	No
6067004702	Low	Yes	No	Yes	No	No	No	No	No
South of Fruitridge									
6067003202	Low	Yes	Yes	Yes	No	No	No	No	No
6067003203	Low	Yes	Yes	Yes	No	No	No	No	No
6067003204	Low	Yes	Yes	Yes	No	No	No	No	No
6067004801	Low	Yes	Yes	Yes	No	No	No	No	No

Source: City of Sacramento https://www.cityofsacramento.org/tpp; U.S Census ACS 2010 and 2018; State of California Department of Housing and Community Development (HCD); UC Berkeley Urban Displacement Project; EPS.

Map 3. Stockton Specific Plan 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.

- **Approximately one-third of Neighborhood Study Area households live in areas that are Becoming Exclusive or have the Potential to Become Exclusive to low-income households.** The northern portion of the Neighborhood Study Area, comprising Elmhurst and North Oak Park and most of the Tahoe & Colonial Subarea are designated as moderate-income Census Tracts that are either Becoming Exclusive to low-income households (Elmhurst, the northern portion of the Oak Park Subarea, and the middle portion of the Tahoe & Colonial Subarea) or have the Potential to Become Exclusive to low-income households (northern Tahoe & Colonial Subarea). This finding was not unexpected given various factors that have been identified as probable drivers of gentrification, including: close proximity to areas with abundant employment opportunities and amenities (midtown and downtown); close proximity to a high housing value neighborhood to the north of the Neighborhood Study Area (East Sacramento); a concentration of employment opportunities and amenities in these Census Tracts themselves (in Elmhurst and northern Oak Park) or adjacency to these employment opportunities and amenities (northern Tahoe & Colonial Subarea); and sustained public and private investment in the northern portion of the Neighborhood Study Area (northern Oak Park and Elmhurst).
- **The remaining two-thirds of Neighborhood Study Area households live in areas that are categorized as Susceptible to Gentrification.** Households living in the southern portions of the Oak Park and Tahoe & Colonial Subareas, and the entirety of the Fruitridge Pocket, Lemon Hill, and South of Fruitridge Subareas met conditions that align with the "Susceptible to Gentrification" designation. That is, these Subareas or portions of subareas were predominantly low-income and experienced moderate to significant rental housing pricing increases or were located adjacent to Census Tracts that experienced moderate to significant rental housing pricing increases. It is important to note that the distinction between this designation and a more prominent gentrification designation (Early Gentrification and Advanced Gentrification) means that residents and households did not meet any of the three demographic criteria that often accompany gentrification (i.e., these Census Tracts did not contain a higher percentage of college educated residents, white residents, or homeowner households relative to the City average).
- **Between 2010 and 2018, the Neighborhood Study Area experienced an estimated net decline in low-income households, although data limitations and comparisons to Citywide trends lead to mixed conclusions.** The Neighborhood Study Area experienced a net loss of about 420 low-income households between 2010 and 2018, including declines in Census Tracts that were defined as having both moderate-income and low-income profiles. Unsurprisingly, declines were estimated in the northern portion of the Neighborhood Study Area (Elmhurst, and northern portion of Oak Park), where Census Tracts were identified as "Becoming Exclusive" to low-income

households.[29] Net declines also were estimated in subareas throughout the Neighborhood Study Area with the exception of the Lemon Hill Subarea, which experienced a substantial increase in low-income households. Notably, although there was a substantial decline in low-income households in the northern portion of Oak Park, there was a counterbalancing increase in the southern portion of the Oak Park Subarea resulting in a negligible change overall in the entire Oak Park Subarea.

These findings are complicated by the estimated net decline in low-income households that occurred Citywide during the same period. Between 2010 and 2018, the City experienced a net decline of about 980 low-income households. Without more detailed data regarding these households, one theory is that some low-income households throughout the City, including in the Neighborhood Study Area, were displaced to locations outside of the City. Because some Census Tracts in the Neighborhood Study Area (and presumably in Census Tracts throughout the City) experienced an *increase* of low-income households, one could conclude that some low-income households were displaced from one area of the City (or from locations outside the City) to these tracts. An alternative theory could be that the households that were defined as low-income at the beginning of the period (2010) experienced an increase in income that exceeded the low-income threshold at the end of the period (2018). The converse could also be true for other households, both hypotheses could be true, or other theories yet to be identified. The limitation of not knowing exactly which households moved where complicates the ability to determine *how much* displacement occurred in the Neighborhood Study Area (or throughout the City).

It is also worth noting that while some Census Tracts in the Neighborhood Study Area experienced declines in low-income households and residents who identify as a race or ethnicity considered a "community of color" (signaling evidence of gentrification) there were other Census Tracts that experienced declines in low-income households and substantial increases of residents who identify as a race or ethnicity considered a "community of color" (the three most southern Census Tracts in the Tahoe & Colonial Subarea and the two Census Tracts to the east of Stockton Boulevard in the South of Fruitridge Subarea).

While it is difficult to definitively conclude how much displacement has occurred in the Neighborhood Study Area, to the extent that Census Tracts in the Neighborhood Study Area have experienced myriad conditions correlated with gentrification, it is probable that some low-income households, which may have moved because of rental housing pricing increases or other reason, may find themselves unable to return to

[29] One Census Tract in northern Oak Park identified as Susceptible to Gentrification (low-income profile) also had a significant decline in low-income households, but experienced a decline in rental housing pricing, met none of the demographic gentrification criteria in 2010, and met one of the demographic gentrification criteria in 2018.

their neighborhood without an increase in affordable housing supply and policies and programs that promote the economic prosperity of existing residents.

Another form of displacement, cultural displacement, results when the preferences and behaviors of new residents supplant those of the existing residents. Although difficult to measure, the demographic gentrification criteria—including increases in college educated and white residents—can be used as a proxy. Between 2010 and 2018, the largest increases in the percentage of college educated residents were in the northern portion of the Neighborhood Study Area (Elmhurst, north Oak Park, and north Tahoe & Colonial subareas), although it is important to note that the percentage of college-educated residents increased throughout the Neighborhood Study Area, with the exception of the Lemon Hill subarea, and throughout the entire City. Similarly, despite a decline in the percentage of residents that identify as white in the City overall between 2010 and 2018, the Neighborhood Study Area experienced increases in the percentage of white residents in the northern Subareas (Elmhurst and north Oak Park) with corresponding declines in the percentage of the population that identifies as a race or ethnicity considered a "community of color." It can be surmised that based on this evaluation of socioeconomic data and known real estate and public investments, that the northern Census Tracts of the Neighborhood Study Area have experienced cultural displacement for at least the last decade.

Commercial Gentrification Assessment

Similar to the residential assessment methodology, EPS prepared a methodology to evaluate commercial gentrification in the Neighborhood Study Area. The methodological approach closely follows the approach developed by The Urban Displacement Project and measures gentrification based on metrics that are estimated to contribute to commercial gentrification. Per the reader's note described in the beginning of this memorandum, it is important to note that the original assessment (described in the initial September 2021 memorandum) was limited to an evaluation of commercial establishments in the Neighborhood Study Area. This updated memorandum analyzes establishment data in the City, in addition to the Neighborhood Study Area, to provide a contextual understanding of commercial gentrification trends over two study periods (2000-2009 and 2010-2019) and to allow for specific findings occurring in the Neighborhood Study Area relative to broader (Citywide) trends.

Commercial Gentrification Methodological Approach

The initial step in evaluating commercial gentrification was to select only those Census Tracts that contained a commercial density greater than the Citywide median density, measured as the quantity of total establishments by Census Tract per Census Tract land area (acres). Commercial concentrations within Census Tracts were defined for all tracts in the City for the ending study period years of 2009 and 2019. Thus, commercial gentrification trends by Census Tract were evaluated further if the Census Tract met this threshold.

Following the commercial density threshold analysis, the commercial gentrification methodological approach measured four criteria to assess commercial gentrification trends in the Neighborhood Study Area over two periods: 2000 to 2009; and 2010 to 2019. This approach relied on data from the National Establishment Time-Series (NETS) Database for 2019 and used geospatial analysis to develop a composite index of each of the four criteria, as described below:[30]

1. **Minority-owned establishments**. This criterion reflects the change in the share of minority-owned establishments in a Census Tract over the study periods. A decline in the percentage share of minority-owned establishments by Census Tract is assumed to indicate commercial gentrification.

2. **Non-chain, small establishments.** This criterion reflects the change in the share of non-chain, small establishments in a Census Tract over the study periods. A decline in the percentage share of non-chain, small establishments by Census Tract is assumed to indicate commercial gentrification.

3. **Infrequently patronized establishments**. This criterion reflects the churn rate at which infrequently patronized establishments move in and out of a Census Tract.[31] An infrequent establishment is defined as an establishment that is not patronized often. Refer to **Table B-10** for a list of North American Industry Classification System (NAICS) codes that comprise the infrequently patronized establishments evaluated in this analysis. A higher churn rate is assumed to indicate commercial gentrification.

4. **Discretionary establishments**. This criterion reflects the churn rate at which discretionary, or optional spending, establishments move in and out of a Census Tract. Refer to **Table B-11** for a list of NAICS codes that comprise the discretionary establishments evaluated in this analysis. A higher churn rate is assumed to indicate commercial gentrification.

The raw values were calculated for each criterion for the City's Census Tracts and then indexed on a scale of 1-100 to align the values for ease of comparison and aggregation. Following the Urban Displacement Project methodology, the rescaled index for the first two criteria—minority-owned establishments and non-chain, small establishments—were weighted with a factor of 3 to reflect the importance of these criteria in the overall composite index.[32] The re-scaled index for the other two criteria—infrequently

[30] The NETS database is a comprehensive time-series database, prepared annually by Walls & Associates, of over 63 million establishments throughout the United States from 1990 through 2019. This assessment evaluates changes in establishments in the Study Area from 2000 through 2019.

[31] The churn rate is defined as number of establishments that cease operations move out of or cease, a Census Tract, divided by total number of establishments.

[32] Chapple, Karen, UC Berkeley & Anastasia Loukaitou-Sideris, UC Los Angeles with Silvia R. González, Dov Kadin & Joseph Poirier. Commercial Gentrification Analysis: Methodology. Urban Displacement

patronized establishment churn rates and discretionary establishment churn rates—were not weighted. The weighted and unweighted indices for each criterion were aggregated to determine an overall composite index for each Census Tract. The higher the composite index, the more a Census Tract is estimated to reflect commercial gentrification conditions.

A summary of the components of the commercial gentrification methodology is provided in **Table 3**. The detailed methodological approach and supporting data and calculations are provided in **Appendix B**.

Project.
https://www.urbandisplacement.org/sites/default/files/commercial_gentrification_methodology._.pdf
[Accessed May 2021].

Table 3. Commercial Gentrification Assessment Methodological Components

	Commercial Gentrification Criteria			
	Criteria A **Minority-Owned Est. Share Diff.**	**Criteria B** **Non-Chain Small Est. Share Diff.**	**Criteria C** **Infrequent Est. Churn Rate**	**Criteria D** **Discretionary Est. Churn Rate**
Description	This criterion reflects the share difference in minority-owned establishments as a percentage of total establishments between time periods analyzed: 2000-2009; and 2010-2019. This criterion is indexed and weighted.	This criterion reflects the share difference in non-chain small establishments as a percentage of total establishments between time periods analyzed: 2000-2009; and 2010-2019. This criterion is indexed and weighted.	This criterion reflects the churn rate of infrequently-patronized establishments between time periods analyzed: 2000-2009; and 2010-2019. This criterion is indexed and not weighted.	This criterion reflects the churn rate of discretionary establishments between time periods analyzed: 2000-2009; and 2010-2019. This criterion is indexed and not weighted.
Raw Value Interpretation	A decline in minority-owned businesses indicates greater commercial gentrification.	A decline in non-chain small businesses indicates greater commercial gentrification.	A higher churn rate reflects greater commercial gentrification.	A higher churn rate reflects greater commercial gentrification.
Indexed Value	Yes (0-100 Index)	Yes (0-100 Index)	Yes (0-100 Index)	Yes (0-100 Index)
Index Weighting	A weighting factor was applied to the indexed value to reflect the prominent role minority-owned establishments plays in commercial gentrification.	A weighting factor was applied to the indexed value to reflect the prominent role non-chain small establishments plays in commercial gentrification.	No weighting applied to the indexed value.	No weighting applied to the indexed value.
Index Weighting Factor	3.00	3.00	1.00	1.00
Indexed Value Interpretation	**A higher indexed score denotes greater commercial gentrification.**			
	Minimum value generates highest indexed value; **Maximum** value generates lowest indexed value.	**Minimum** value generates highest indexed value; **Maximum** value generates lowest indexed value.	**Maximum** value generates highest indexed value; **Minimum** value generates lowest indexed value.	**Maximum** value generates highest indexed value; **Minimum** value generates lowest indexed value.

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Commercial Gentrification Assessment Findings

By the end of the second study period (2010-2019), commercial density increased in the Study Area and Citywide, and commercial gentrification assessment results, relative to the 2009 findings, present several conclusions. As of 2019, only one Census Tract in the Study Area was identified as a commercially gentrifying tract (a different and adjacent Census Tract in the Oak Park Subarea). See **Map 5**. That is, the 2000-2009 Census Tracts that qualified as commercially gentrifying no longer met the Composite Index threshold in the latter study period, suggesting what appears to be improved conditions in the case of the Oak Park Subarea Census Tract or improved conditions relative to the Citywide threshold, in the case of the South of Fruitridge Subarea Census Tract. Related to this finding, the Citywide Gentrification Composite Index threshold increased over time, suggesting a greater amount of commercial gentrification is occurring in the City. It is also important to note that, as of 2019, there are several Census Tracts that are not considered commercially concentrated tracts (i.e., commercial density and the number of establishments are low) but exhibit a high gentrification composite index, suggesting the need to monitor and intervene, as necessary, with strategies to mitigate further commercial gentrification.

In assessing the individual components of the composite index, there are several key conclusions regarding indicators of commercial gentrification in the Neighborhood Study Area. The data supporting these findings are provided in **Appendix B**:

- **The percentage of minority-owned establishments in the Neighborhood Study Area has declined over time, despite an increase in total establishments in the Neighborhood Study Area.** Between 2000 and 2019, the percentage of establishments in the City owned by minorities slowly declined from approximately 3.7 percent of total establishments down to 1.9 percent of total establishments (a loss of 20 minority-owned establishments), a proportional imbalance to the 92 percent increase in total establishments, an absolute increase of 17,122 establishments. Similarly the number of establishments in the Neighborhood Study Area increased over this same period from 1,480 to over 2,900, the percentage of minority-owned establishments declined from 4.0 percent in 2000 to 1.6 percent in 2019. In terms of absolute establishments, the Neighborhood Study Area contained 59 minority-owned establishments in 2000 and experienced a loss of 12 minority-owned establishments as of 2019, most of which were in the South of Fruitridge Subarea.

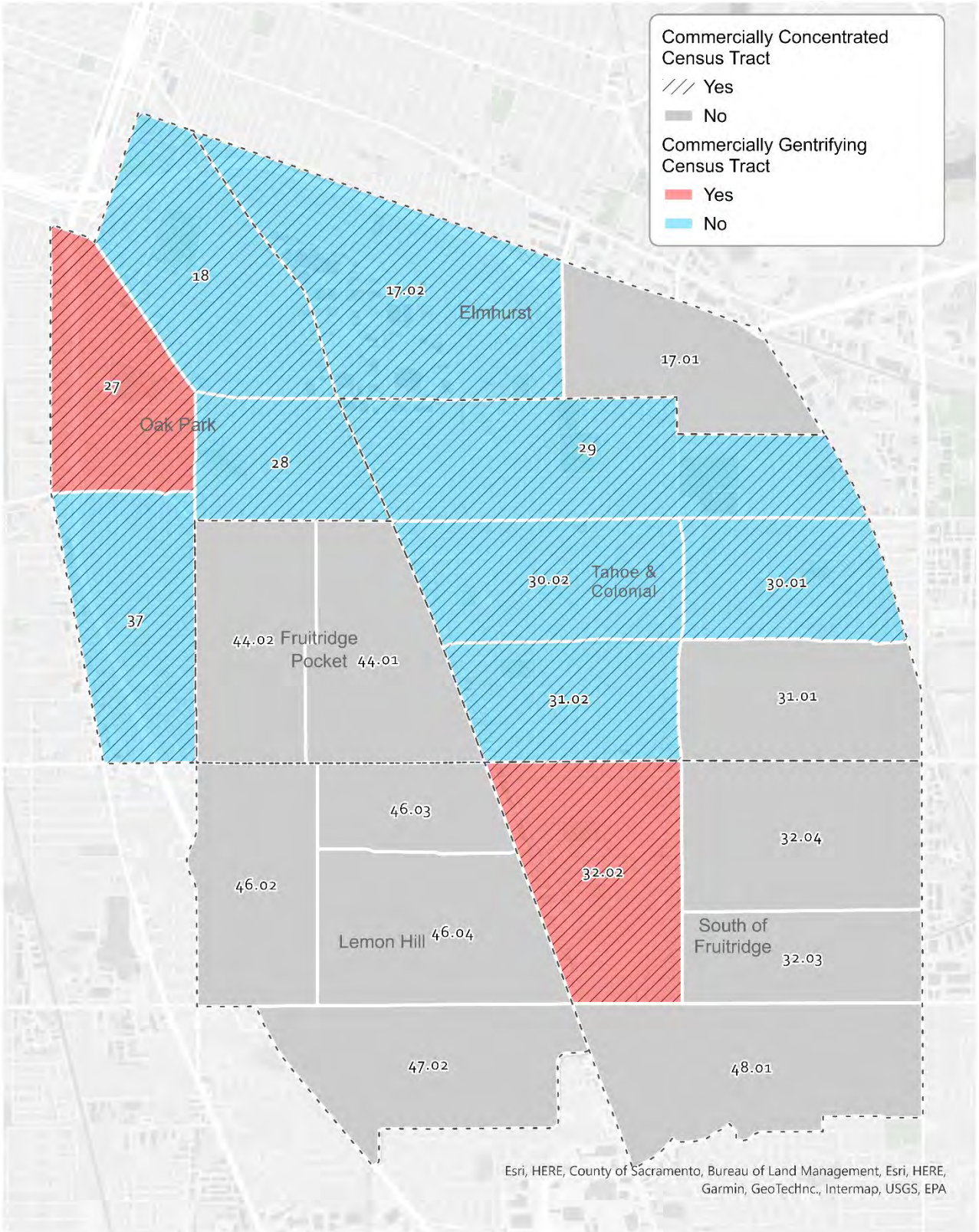
Table 4. Commercial Gentrification Assessment Summary

Item	2000-2009 Commercial Density (2010) Est. per Acre	2000-2009 Commercial Density (2010) Meets Threshold	2000-2009 Gentrification Composite Index Index Score	2000-2009 Gentrification Composite Index Meets Threshold	2000-2009 Commercially Gentrifying Census Tracts	2000-2009 Note	2010-2019 Commercial Density (2019) Est. per Acre	2010-2019 Commercial Density (2019) Meets Threshold	2010-2019 Gentrification Composite Index Index Score	2010-2019 Gentrification Composite Index Meets Threshold	2010-2019 Commercially Gentrifying Census Tracts	2010-2019 Note
Citywide Threshold Values												
Median Commercial Density	0.33		-				0.39		-			
20th Pctl. of Composite Index	-		367.8				-		432.7			
Elmhurst												
6067001710	0.31	No	316.2	No	**No**	[1]	0.40	Yes	367.3	No	**No**	[2]
6067001720	0.49	Yes	234.9	No	**No**	[2]	0.69	Yes	360.9	No	**No**	[2]
Oak Park												
6067001800	0.51	Yes	340.0	No	**No**	[2]	0.79	Yes	178.2	No	**No**	[2]
6067002700	0.65	Yes	373.6	Yes	**Yes**	Decrease in minority-owned establishments; high churn rates for both infrequent and discretionary establishments	0.68	Yes	329.0	No	**No**	[2]
6067002800	0.43	Yes	353.1	No	**No**	[2]	0.52	Yes	477.7	Yes	**Yes**	Decrease in both minority-owned and small business establishments; high churn rates for both infrequent and discretionary establishments
6067003700	0.47	Yes	367.1	No	**No**	[2]	0.51	Yes	339.0	No	**No**	[2]
Fruitridge Pocket												
6067004401	0.23	No	217.9	No	**No**	[1]	0.20	No	317.6	No	**No**	[1]
6067004402	0.07	No	193.4	No	**No**	[1]	0.12	No	59.5	No	**No**	[1]
Tahoe & Colonial												
6067002900	0.45	Yes	255.5	No	**No**	[2]	0.53	Yes	266.3	No	**No**	[2]
6067003010	0.33	Yes	286.2	No	**No**	[2]	0.46	Yes	392.9	No	**No**	[2]
6067003020	0.52	Yes	326.0	No	**No**	[2]	0.45	Yes	363.5	No	**No**	[2]
6067003101	0.27	No	309.6	No	**No**	[1]	0.32	No	254.2	No	**No**	[1]
6067003102	0.34	Yes	256.5	No	**No**	[2]	0.33	No	483.4	Yes	**No**	Low commercial density, but noting decrease in minority-owned and small businesses establishments; high churn rates for both infrequent and discretionary establishments
Lemon Hill												
6067004602	0.26	No	639.6	Yes	**No**	Low commercial density, but noting decrease in minority-owned establishments; high churn rates for both infrequent and discretionary establishments	0.26	No	385.5	No	**No**	[1]
6067004603	0.05	No	881.6	Yes	**No**	Low commercial density, but noting decrease in minority-owned establishments; high churn rates for both infrequent and discretionary establishments	0.04	No	1,111.3	Yes	**No**	Low commercial density, but noting decrease in small businesses establishments; high churn rates for both infrequent and discretionary establishments
6067004604	0.08	No	333.6	No	**No**	[1]	0.09	No	445.4	Yes	**No**	Low commercial density, but noting decrease in small businesses establishments; high churn rate for discretionary establishments
6067004702	0.07	No	298.3	No	**No**	[1]	0.06	No	447.8	Yes	**No**	Low commercial density, but noting decrease in minority-owned establishments
South of Fruitridge												
6067003202	0.49	Yes	369.9	Yes	**Yes**	Decrease in minority-owned establishments; high churn rates for both infrequent and discretionary establishments	0.49	Yes	406.1	No	**No**	[2]
6067003203	0.24	No	271.8	No	**No**	[1]	0.21	No	541.2	Yes	**No**	Low commercial density, but noting decrease in both minority-owned and small business establishments
6067003204	0.31	No	503.6	Yes	**No**	Low commercial density, but noting decrease in minority-owned establishments; high churn rates for both infrequent and discretionary establishments	0.34	No	364.6	No	**No**	[1]
6067004801	0.28	No	376.2	Yes	**No**	Low commercial density, but noting decrease in minority-owned establishments	0.30	No	408.7	No	**No**	[1]
Census Tracts Meeting Threshold												
% of Study Area Census Tracts	-	43%	-	29%	10%		-	48%	-	29%	5%	
% of Total City Census Tracts [3]	-	51%	-	59%	10%		-	50%	-	60%	10%	

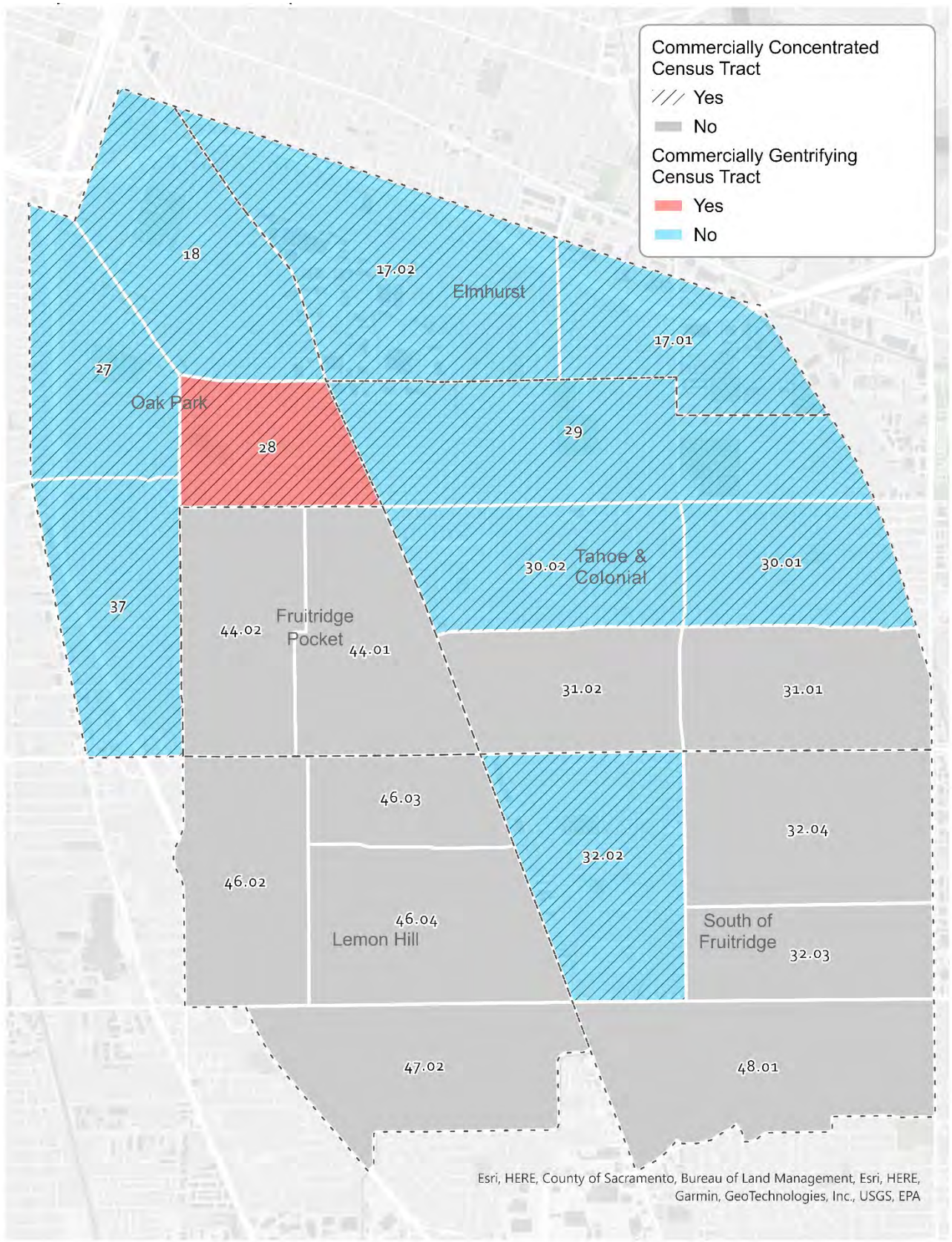
Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] Does not meet either threshold.
[2] Meets the Commercial Density threshold, but not the Gentrification Index threshold.
[3] See Table B-5 and Table B-6.

Map 4. Study Area Commercial Displacement Risk: 2000 - 2009



Map 5. Study Area Commercial Displacement Risk: 2010 - 2019



- **Anecdotal evidence affirms that minority-owned, small businesses are prospering in Oak Park despite what the numeric data suggests.** An article in the Sacramento Bee indicated that since 2020 minority-owned, small businesses are increasing, with 4 non-chain, small black-owned businesses that opened during the Pandemic and 2 more in the pipeline.[34] This finding shows the limitation of the data analysis on a census tract level, which may obscure gentrification trends that are occurring at a smaller geography (i.e., block-level impacts). Another limitation of the numeric analysis is the self-assessment, whether business owners report if they identify as a minority or leave that section blank. The thriving businesses in Oak Park provides an example for one expanse of the Neighborhood Study Area at one point in time, additional outreach to stakeholders throughout the Neighborhood Study Area, especially stakeholders in the Lemon Hill Subarea, which is home to a portion of the Little Saigon district, is necessary to determine whether these findings reflect data limitations or the reality of commercial gentrification conditions, including the loss of minority-owned establishments and cultural changes in the community.

- **Retail establishments in the Neighborhood Study Area are predominantly characterized by non-chain, small establishments, with a higher proportion of total establishments than the proportion Citywide.** Large retail chain establishments play a strong role in changing the culture of a commercial district.[35] To its credit, as new residents and commercial businesses have grown in the Neighborhood Study Area, the proportional share of non-chain, small businesses have also increased, from 83.7 percent in 2000 to 90 percent of total establishments as of 2019. This increase was primarily driven by new small business growth in the northern portion of the Neighborhood Study Area (Elmhurst, Oak Park, and Tahoe & Colonial), although growth occurred throughout the Neighborhood Study Area. The City's proportional share has been consistently lower than the Neighborhood Study Area, with non-chain, small establishments representing 78.8 percent of total establishments in 2000 increasing to 87 percent as of 2019. Although the Neighborhood Study Area has successfully maintained - and increased – a proportional share of non-chain, small establishments, this analysis does not evaluate the extent to which the types of non-chain, small businesses have changed over time, how these establishments might align with or diverge from the preferences of incumbent residents, and whether current establishments have changed the cultural dynamics of commercial districts in the Neighborhood Study Area.

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[34] Clift, Theresa. 'A shift has occurred.' How Oak Park's diverse business community is thriving despite COVID. The Sacramento Bee. https://www.sacbee.com/news/local/article253403615.html [Accessed August 2021].

[35] Chapple, Karen, UC Berkeley & Anastasia Loukaitou-Sideris, UC Los Angeles with Silvia R. González, Dov Kadin & Joseph Poirier. Commercial Gentrification Analysis: Methodology. Urban Displacement Project.
https://www.urbandisplacement.org/sites/default/files/commercial_gentrification_methodology._.pdf
[Accessed May 2021].

- **Although the total number of establishments increased, the proportional share of infrequently patronized and discretionary establishments in the Neighborhood Study Area declined between 2000 and 2010.** In 2000, infrequently patronized establishments represented 7 percent of total establishments in the Neighborhood Study Area. While the absolute number increased (from 105 to 145), the proportional share declined to 6 percent by 2010. There was a similar trend with discretionary establishments. While the absolute number of discretionary establishments increased (from 169 to 230), the proportional share declined from 11 percent in 2000 to 9 percent by 2010. Over the 2-decade study periods, the Neighborhood Study Area experienced significant churn of infrequently patronized and discretionary establishments. The City followed a similar pattern with proportional declines in the infrequently and discretional establishments even with absolute increases and significant churn of both types of establishments over both time periods.

Analysis Limitations

The residential and commercial gentrification assessments documented in this memorandum are presented as an initial methodological approach and set of findings, subject to refinement, as new research and data become available, and supplemented by relevant qualitative data, including stakeholder input.

Residential Gentrification Assessment

As noted in the gentrification overview, defining and measuring gentrification and displacement is complicated. Many studies have used a variety of criteria and data sources to evaluate and arrive at gentrification and displacement conclusions. While other studies have employed rigorous, statistical methods to evaluate data and formulate conclusions, the objective of the approach used for this study was to develop a simple, generalized method of evaluating gentrification and displacement that could be replicated by the City in the future. This simplified approach and use of US Census data as the sole data source result in analytical limitations that warrant documentation.

While the use of US Census data improves the validity of the conclusions, it also confines the data analyzed to a specific timeframe that may not fully capture the process of neighborhood change. On one hand, the study period may be too short, obscuring the extent of low-income household loss following an influx of other socioeconomic factors that contribute to gentrification (i.e., increases in college-educated and white residents). On another hand, the most recent Census data used in this analysis is from 2018, which will not reflect any recent socioeconomic changes. This becomes important in strong real estate market contexts (as has been the case for parts of the Neighborhood Study Area for the last several years), as above-average demand can accelerate neighborhood

change and potential displacement. Where local market conditions are more tepid, gentrification indicators may not have the same displacement impacts.[36]

Evaluating US Census data at the Census Tract level may obscure gentrification trends that are occurring at a smaller geography (i.e., block-level impacts). It is important to note the conclusions derived for Subareas or Census Tracts within the Subareas in this analysis may differ from the reality of existing residents at a smaller geography.

With respect to evaluating the extent of gentrification-related displacement, US Census data does not provide information about why households move or the location of their next residence. Evaluating the loss of low-income households alone is insufficient to formulating conclusions regarding displacement. Additional data, such as a stakeholder survey, could be used to further our understanding of gentrification-related displacement in the Neighborhood Study Area or other areas of the City.

Commercial Gentrification Assessment

As described previously, the commercial gentrification assessment relied on establishment data derived from the NETS database. The geographical information tied to each establishment in the database (i.e., addresses, latitude and longitude coordinates) required significant manual adjustment to clean up the data to be evaluated geospatially and aligned with Census Tract boundaries in the Neighborhood Study Area. While EPS made every effort to correct all geographical information, data errors may still exist.

The methodological approach employed in this assessment uses the context of composite indices for Census Tracts in a larger geography to make determinations regarding commercial gentrification in the Census Tracts of the Neighborhood Study Area. The analysis examines two study periods (2000-2009 and 2010-2019). Comparing the Study Area to the City provides a larger picture of the context of commercial establishments within the area and if Study Area establishments are following similar citywide trends or if the Study Area is experiencing more signs of gentrification than the rest of the City. For example, some of the Gentrification Composite Indices within the Study Area may have increased indicating signs of gentrification but fell below the 20th percentile of citywide trends in the latter study period and therefore would not be considered to be gentrifying. These Census Tracts have been noted (in **Table 4**) as tracts the City should monitor for ongoing commercial gentrification.

A limitation of the commercial gentrification assessment is whether business owners report whether they identify as a minority. The composite index, and subsequent conclusions about commercial gentrification, rely heavily on business owners self-reporting as minorities, to the extent they do identify as a minority. For many establishments in the Neighborhood Study Area, the “minority owner” field was blank,

[36] Chapple, Karen, Paul Waddell, Daniel Chatman, Miriam Zuk, Anastasia Loukaitou-Sideris, Paul Ong, Silvia R. Gonzalez, Chhandara Pech, and Karolina Gorska, 2017. Developing a New Methodology for Analyzing Potential Displacement. Urban Displacement Project. https://ww2.arb.ca.gov/sites/default/files/classic//research/apr/past/13-310.pdf [Accessed June 2021].

leading us to conclude that the establishment was not minority-owned. Potentially, there are establishments in the Neighborhood Study Area that are indeed minority-owned but the business owner intentionally or unintentionally left this field blank.

Finally, as described previously, the Neighborhood Study Area is predominantly characterized by non-chain, small businesses, and, in fact, has experienced an increase in these establishments over time. However, further research is warranted to evaluate how non-chain, small businesses have changed over time, how these establishments align with or diverge from the preferences of incumbent residents, and whether changes in non-chain, small establishments have transformed the cultural dynamics of commercial districts in the Neighborhood Study Area.

Next Steps and Policy Considerations

Gentrification has the potential to contribute to prosperity and an enhanced quality of life for residents and businesses in the Study Area. However, investment in the Study Area (as well as other local, regional, and Federal economic conditions) can cause real estate prices to rise, displacing existing residents and places of business and potentially changing the community's cultural history and social structure. Programmatic and public policy interventions are necessary to mitigate gentrification and pressures on the most vulnerable populations.

This section identifies ways in which the City can establish actionable strategies to continue investing in the Neighborhood Study Area while minimizing gentrification-related displacement.

- **Conduct stakeholder outreach to supplement the quantitative gentrification and displacement assessment**. Given the data limitations described in the previous section, quantitative data analysis should be supplemented by qualitative data to confirm or refine conclusions. The quantitative analysis may not fully capture gentrification and displacement pressures at the block level. Further, changes to the neighborhood's cultural fabric may be challenging to discern through quantitative methods. To supplement the quantitative analyses presented in this memorandum, a stakeholder survey could be used to further understand demographic, cultural, and socioeconomic changes for the purpose of crafting policies or developing programs to mitigate gentrification and displacement. The City's Neighborhood Development Action Team (NDAT), a collaboration between City departments and partner agencies, could engage with residents and business owners directly to confirm quantitative-based findings. For example, outreach could be conducted to determine whether the types of non-chain small businesses, although indicative of inclusive economic development efforts, are meeting the needs of existing or new residents of the area.
- **Supplement existing City strategies that mitigate gentrification and displacement with additional policies to stabilize the Neighborhood Study Area.** The City and other non-City organizations currently have a set of policies and programs in place in the Study Area. There are myriad programs and initiatives,

including the current Specific Plan effort, to improve neighborhood conditions relating to community engagement, culture, housing, inclusive economic development, transportation connections and safety, public health. In addition, the Neighborhood Study Area has and continues to experience an increase in proposed new residential and employment-generating uses. As considerable investment in the Neighborhood Study Area continues, there are several strategies that have been identified as effective in mitigating displacement in some communities, although these strategies should be vetted with City staff and community stakeholders to determine feasibility within the Study Area.[37] [38]

- **Facilitate production of both market-rate and affordable housing**. Housing production is an effective mitigating approach in the context of a strong housing market with high demand and limited supply. By increasing the supply of housing, particularly affordable housing, in strong markets, housing costs can be moderated and relieve displacement pressures.[39] Policies that further streamline the entitlement process, and reduce development costs and other risks to developers, should be contemplated. This strategy requires the presence of strong housing market conditions to be effective, and a long timeframe and significant costs to implement. *Existing City policies that fall under the category of facilitating housing production include the City's accessory dwelling unit ordinance and the Mixed Income Housing ordinance and associated Housing Impact Fee which generates revenues to develop affordable workforce housing; fee reductions on affordable housing projects; and development application streamlining.*
- **Preserve affordable rental housing.** In contrast with housing production strategies, strategies that preserve both subsidized and unsubsidized affordable housing units do not require a strong housing market to be effective since they apply to existing units and can be implemented in the short-term. Preservation strategies found to be the most effective at mitigating gentrification and displacement include preserving naturally occurring affordable housing through rehabilitation programs that subsidize upgrades and other unit improvements in order to maintain steady rental rates. In addition, community land trusts (CLTs) or other policies that allow for collective ownership and tenant control of the land can not only mitigate displacement but provide opportunities for building wealth.

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[37] Chapple, Karen, and Anastasia Loukaitou-Sideris, 2021. White Paper on Anti-Displacement Strategy Effectiveness. https://www.urbandisplacement.org/sites/default/files/images/carb_anti-displacement_policy_white_paper_3.4.21_final_accessible.pdf [Accessed August 2021].

[38] Similar to research on the causes and effects of gentrification, research regarding the effectiveness of policies mitigating gentrification and displacement concluded a mix of findings and identified a need for further research to determine the factors or community characteristics that lead to desired outcomes.

[39] Chapple, Karen, and Anastasia Loukaitou-Sideris, 2021. White Paper on Anti-Displacement Strategy Effectiveness. https://www.urbandisplacement.org/sites/default/files/images/carb_anti-displacement_policy_white_paper_3.4.21_final_accessible.pdf [Accessed August 2021].

Research on CLTs caution that this type of initiative tends to help moderate-income households, rather than the most vulnerable populations.[40]

- **Strengthen and supplement neighborhood stabilization policies.** The City implemented the Tenant Protection Program in 2019, which establishes limits on annual rent increases and provides protection to longer-term tenants from unwarranted lease terminations. In addition, the City and other agencies and organizations provide homeownership and tenant resources. The Community Benefit Agreement (CBA) associated with the proposed Aggie Square project in the Elmhurst Subarea identified other neighborhood stabilization policies including: providing down payment and other buying assistance to low-income first-time homebuyers; expanding homelessness prevention programs; and contributing towards home repair programs. The City should consider strengthening these programs through communication to the community on available resources. The City should consider implementing additional strategies such as a foreclosure assistance and tenant right to counsel program. Neighborhood stabilization strategies were found to have a direct and immediate impact to mitigating gentrification and displacement in particular when multiple programs are implemented simultaneously.[41]

- **Strategies to mitigate commercial gentrification and displacement will need to be tailored to specific challenges local establishments in the Neighborhood Study Area are facing**. Based on specific challenges to Neighborhood Study Area establishments, various strategies to mitigate commercial displacement, as derived through the Small Business Anti-Displacement Toolkit, include:[42]

  - Establishing a **heritage tourism program** to preserve a neighborhood's cultural identity by amplifying its heritage and creating more foot traffic for local businesses.

  - Establishing a **legacy business preservation program** to preserve long-term businesses by providing long-standing small businesses with grants, technical assistance, or other marketing and branding services.

  - Implementing a **cooperative initiative**. Consumer cooperatives, such as grocery stores, coffee shops, and hardware stores, meet community needs and are controlled by members/customers. Worker cooperatives operate in most industries and are democratically controlled by the workers. Real estate investment cooperatives are similar to consumer co-ops in which groups of community residents pool resources to purchase community-owned real estate. A commercial real estate investment co-op is for-profit and allows residents to collectively invest in real estate, securing space for small businesses and other

[40] Ibid.

[41] Ibid.

[42] Small Business Anti-Displacement Toolkit. https://antidisplacement.org/toolkit/. [Accessed August 2021].

democratically controlled uses. These mechanisms can help residents build equity and wealth via shared ownership in commercial real estate.

- Imposing **commercial rent control** to limit the amount of rent landlords can charge existing businesses for new or renewed leases, thereby preserving affordability and mitigating displacement because of rapid rental rate increases.
- Implementing a **local hiring ordinance and purchasing program** to promote the utilization of local residents and suppliers on City-led or City-funded projects.
- Establishing a **neighborhood business incubator** to help startup businesses grow and succeed by providing free or low-cost workspace, mentorship, expertise, access to investors, and in some cases, working capital.
- Enacting a **neighborhood-serving retail zone** to sustain small, local businesses by limiting the size and type of stores in certain districts.
- Enacting a **formula business ordinance** to allow a certain number of chain stores in a particular district in order to maintain a diversity of services, methods of operation, and other features.

These actions and policy considerations, coupled with additional strategies derived through various methods throughout the Project, will be vetted and prioritized with City staff and community stakeholders as part of the forthcoming Specific Plan Area neighborhood action plan.

APPENDICES:

Appendix A: Residential Gentrification Assessment Methodology

Appendix B: Commercial Gentrification Assessment Methodology

Appendix A

Residential Gentrification Assessment Methodology

To measure the different elements to displacement and gentrification the analysis measures 4 major criteria:

- Criteria A measures a Census Tract by their majority Income Category,
- Criteria B measures Displacement,
- Criteria C measures Gentrification, and
- Criteria D measures Demographic drivers of Gentrification.

Income Category Criteria

The income category criterion, **Criteria A**, characterizes the overarching income category for each Census Tract in 2018. The Census Tracts are categorized by measuring the percentage of households by the income category using the 2018 California Department of Housing and Community Development's (HCD) Income Limits in Sacramento County for a household size of 3, as well as examining the median household income for each Census Tract as shown in **Table A-1**. A Census Tract's household income category is assigned based on whether there is a majority income category (the percentage of households in any of the income categories exceeds 50%). If there is no defined majority household income category ("NA"), the Census Tract is defined as containing a mixture of household incomes and the category is assigned based on median household income (i.e., Mixed-Low; Mixed-Moderate; Mixed-High).

Displacement Criteria

The displacement criterion combines the income category, **Criteria A,** with a measurement of the change in low-income households in each Census Tract between 2010 -2018, **Criteria B,** as shown in **Table A-2.**

A Census Tract that is measured as **"Susceptible to Displacement"** include the following criterion:

- A majority of low-income households, or a score of 1 for **Criteria A**. Moderate- and High-income Census Tracts score 2 or higher.

A Census Tract that is experiencing "**Potential Ongoing Displacement"** include the following criteria:

- A decline 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. In **Table A-2** a decline in low-income households equates a score of 1 for **Criteria B**. Census Tracts with no decline in low-income households score zero.

Gentrification Criteria

The gentrification criterion in **Table A-3** combines the income category, **Criteria A,** with a measurement of the change in low-income households **Criteria B,** with a measurement of the average annual change in median gross rent from 2010-2018, **Criteria C**. **Criteria C** measures the magnitude of the average annual percentage change in rent for the Census Tract as well as adjacent Census Tracts.

A Census Tract considered **"Susceptible to Gentrification"** is measured as the following:

- "Susceptible to Displacement" reflecting a majority of low-income households, or a score of 1 for **Criteria A**.
  --AND--
- An average, annual change in median rent greater than 2 percent and below 5 percent in the Census Tract for **Criteria C**, reflecting a score of 1 or more.
  --OR--
- An average annual change in median rent of greater than 2 percent and below 4 percent in adjacent Census Tracts for **Criteria C**, reflecting a score of 1.

Census Tracts that are categorized as "**Susceptible to Gentrification**" are also susceptible to displacement but not necessarily experiencing displacement of low-income households.

A Census Tract experiencing **"Early Gentrification"** reflects the following criteria:

- A majority of low-income households, a score of 1 for **Criteria A.**
  --AND--
- A decline in low-income households from 2010-2018, a score of 1 for **Criteria B**.
  --AND--
- An average annual change in median rent of greater than 5 percent in the Census Tract for **Criteria C**, reflecting a score of 2.[43]
  --OR--
- An average annual change in median rent greater than 5 percent in the Census Tract for **Criteria C**, reflecting a score of 1.
  --PLUS--
- An average annual change in median rent of greater than 5 percent in adjacent Census Tracts for **Criteria C**, reflecting a score of 1.
  --AND--
- **Criteria D** reflects a score of 1 in 2018 (**Criteria D** is detailed in the next section).

A Census Tract experiencing **"Advanced Gentrification"** reflects the following criteria:

- A majority of moderate-income households, a score of 2 or greater for **Criteria A.**
  --AND--
- A decline in low-income households from 2010-2018, a score of 1 for **Criteria B**.
  --AND--
- An average annual change in median rent of greater than 5 percent in the Census Tract for **Criteria C**, reflecting a score of 2.
  --OR--
- An average annual change in median rent of greater than 5 percent in adjacent Census Tracts for **Criteria C**, reflecting a score of 1.
- **Criteria D** reflects a score of 2 in 2018 (**Criteria D** is detailed in the next section).

Demographic Gentrification Criteria

The Demographic Gentrification criteria, **Criteria D**, measure the status of change for 3 demographic categories including the following:

- **College-Educated population** percentage compared to the City of Sacramento as a whole in 2010 and 2018. A Census Tract with a greater percentage of college-education population than the City reflects a score of 1.

[43] A 5 percent threshold related to the average, annual change in median rent is based on the City of Sacramento's Tenant Protection Program: https://www.cityofsacramento.org/tpp. Note: when the criterion was established for this gentrification assessment methodology, the program indicated the annual rental rate increase cannot exceed 5 percent plus the change in the CPI as calculated by the California Department of Industrial Relations. As of July 2021, the threshold is now 9 percent, but the methodology retains the previous 5 percent threshold.

- **White population** percentage compared to the City of Sacramento as a whole in 2010 and 2018. A Census Tract with a greater percentage of the white population than the City reflects a score of 1.
- **Homeowner Households** as a percentage of total households compared to the City of Sacramento as a whole in 2010 and 2018. A Census Tract with a greater percentage of homeowner households than the City reflects a score of 1.

These criteria are summarized in **Table A-4** for the Neighborhood Study Area.

A Census Tract categorized as **"Stable Moderate to High Income (At Risk of Becoming Exclusive)"** reflects the following criteria:

- A majority of moderate-income households, a score of 2 or greater for **Criteria A**.
  --AND--
- At least one demographic gentrification category is met in **Criteria D** for 2010 and 2018.

A Census Tract categorized as **"Stable Moderate to High Income (Early Exclusivity)"** reflects the following criteria:

- A majority of moderate- to high-income households, a score of 2 or greater for **Criteria A**.
  --AND--
- A decline in low-income households from 2010-2018, a score of 1 for **Criteria B**.
  --AND--
- At least 2 demographic gentrification categories are met in **Criteria D** for 2010 and 2018.

A Census Tract categorized as **"Stable Moderate to High Income (Advanced Exclusivity)"** reflects the following criteria:

- A majority of high-income households, a score of 3 for **Criteria A**.
  --AND--
- At least 2 demographic gentrification categories are met in **Criteria D** for 2010 and 2018.

Appendix B

Commercial Gentrification Assessment Methodology

Commercial Concentration

The commercial concentration was defined for the Neighborhood Study Area and the City for each Census Tract for the study period years of 2000 and 2010, , see **Table B-1 and B-2**. Commercial establishment density is the quantity of total establishments by Census Tract/Census Tract land area. This exercise is completed to compare the commercial establishment density of the Neighborhood Study Area's Census Tracts with the City's Census Tracts and removes any City Census Tracts that fall below the citywide median commercial concentration density for each period

Commercial Gentrification Composite Index

To measure commercial gentrification, the Commercial Gentrification Index was established by developing aggregate scores for 4 indexed metrics, **Criteria A, B, C,** and **D** by Census Tract.

Tables B-2 through **B-6** summarize the index, weight, and summarize **Criteria A-D** from 2000-2009 and 2010-2019, respectively. To index the values, the raw values are indexed on a scale of 0-100 using the minimum and maximum for each criterion within the City's Census Tracts. The values for **Criteria A and B** are weighted and then the index scores for all four criteria are aggregated into the composite score.

Minority-Owned Establishments

Criteria A of the Gentrification Assessment, as shown in **Tables B-7** and **B-8**, reflects the share difference of minority-owned establishment in the Neighborhood Study Area and the City. The total number of minority-owned establishments were divided by the total number of establishments from 2000 to 2019. The index reflects the change during two study periods from 2000 to 2009 and 2010 to 2019 with the City's Census Tracts. A loss of minority-owned businesses indicates commercial gentrification. This index was weighted three times higher given the salience of minority-owned businesses within the theory of commercial gentrification.

> *Criteria A = (Current total M-O est./Current total est.) - (Start of study period total M-O est./Start of study period total est.)*

Non-Chain Small Business Establishments

Criteria B of the Gentrification Assessment, as shown in **Tables B-9 and B-10**, reflects the share difference of Non-chain small businesses in the Neighborhood Study Area and the City. Small biz defined as and establishment with fewer than 20 employees and less

than 5 total establishments within the parent company. The total number of non-chain small business establishments were divided by the total number of establishments from 2000 to 2019. The index reflects the change during two study periods from 2000 to 2009 and 2010 to 2019. A loss of non-chain small business establishments indicates commercial gentrification. This index was also weighted three times higher given the importance of non-chain small businesses within the theory of commercial gentrification.

Current total NC-SB est./Current total est.) -
(Start of study period total NC-SB est./Start of study period total est.)

Infrequent Establishment Churn

Criteria C of the Gentrification Risk Assessment, as shown in **Tables B-11 through B-14**, reflect the infrequent (not shopped at often) establishment churn in the Neighborhood Study Area. This index measures the rate at which infrequently patronized businesses move into and out of the census tract from 2000 to 2019. The index reflects the churn rate during two study periods from 2000 to 2009 and 2010 to 2019. Higher churn rate denotes more commercial gentrification. Infrequent establishments by NAICS are defined in **Table B-19.**

(Establishment Deaths + Out-Migration)/
(Total Est. at start of study period])

Discretionary Establishment Churn

Criteria D of the Gentrification Assessment, as shown in **Tables B-15 through B-18**, reflect the discretionary (optional spending for consumers) establishment churn, the rate at which discretionary businesses move into and out of the census tract. This index measures the rate at which discretionary patronized businesses move into and out of the census tract from 2000 to 2019. The index reflects the churn rate during two study periods from 2000 to 2009 and 2010 to 2019. Higher churn rate denotes more commercial gentrification. Discretionary establishments by NAICS are defined in **Table B-20.**

(Establishment Deaths + Out-Migration)/
(Total Est. at start of study period])

Table B-1
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Concentration: Study Area

Item	Total Acreage	2010 Total Est.	2010 Density (Est. per Acre)	2019 Total Est.	2019 Density (Est. per Acre)
Elmhurst					
6067001710	290.6	90	0.31	115	0.40
6067001720	579.3	284	0.49	398	0.69
Oak Park					
6067001800	424.4	218	0.51	334	0.79
6067002700	318.3	206	0.65	216	0.68
6067002800	228.5	98	0.43	118	0.52
6067003700	352.8	167	0.47	180	0.51
Fruitridge Pocket					
6067004401	342.6	78	0.23	67	0.20
6067004402	306.5	22	0.07	37	0.12
Tahoe & Colonial					
6067002900	572.7	259	0.45	303	0.53
6067003010	276.1	91	0.33	128	0.46
6067003020	354.2	185	0.52	161	0.45
6067003101	316.4	85	0.27	101	0.32
6067003102	285.3	97	0.34	94	0.33
Lemon Hill					
6067004602	325.4	85	0.26	85	0.26
6067004603	178.2	9	0.05	7	0.04
6067004604	382.1	32	0.08	35	0.09
6067004702	380.5	28	0.07	22	0.06
South of Fruitridge					
6067003202	408.7	199	0.49	200	0.49
6067003203	243.5	59	0.24	51	0.21
6067003204	395.2	124	0.31	134	0.34
6067004801	462.6	129	0.28	140	0.30
Median	**342.6**	**97**	**0.31**	**118**	**0.34**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Table B-2
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Concentration: City of Sacramento

Item	Total Acreage	2010 Total Est.	2010 Density (Est. per Acre)	2019 Total Est.	2019 Density (Est. per Acre)
City of Sacramento					
1.00	548.4	153	0.28	188	0.34
2.00	373.4	290	0.78	305	0.82
3.00	353.6	210	0.59	288	0.81
4.00	240.2	266	1.11	297	1.24
5.01	97.7	119	1.22	159	1.63
5.02	116.3	96	0.83	130	1.12
6.00	100.4	245	2.44	244	2.43
7.00	127.0	790	6.22	693	5.46
8.00	142.7	328	2.30	397	2.78
11.02	97.7	438	4.48	594	6.08
11.03	290.1	2,203	7.59	2,418	8.33
12.01	97.7	193	1.98	283	2.90
12.02	69.4	159	2.29	200	2.88
13.00	195.9	357	1.82	478	2.44
14.00	196.2	938	4.78	997	5.08
15.00	431.5	690	1.60	859	1.99
16.01	469.0	420	0.90	534	1.14
16.02	285.7	233	0.82	289	1.01
17.01	**290.6**	**90**	**0.31**	**115**	**0.40**
17.02	**579.3**	**284**	**0.49**	**398**	**0.69**
18.00	**424.4**	**218**	**0.51**	**334**	**0.79**
19.00	273.1	303	1.11	351	1.29
20.00	255.3	408	1.60	508	1.99
21.00	380.7	262	0.69	331	0.87
22.00	674.7	170	0.25	208	0.31
23.00	299.8	228	0.76	266	0.89
24.00	796.8	279	0.35	411	0.52
25.00	243.2	93	0.38	119	0.49
26.00	231.7	174	0.75	231	1.00
27.00	**318.3**	**206**	**0.65**	**216**	**0.68**
28.00	**228.5**	**98**	**0.43**	**118**	**0.52**
29.00	**572.7**	**259**	**0.45**	**303**	**0.53**
30.01	**276.1**	**91**	**0.33**	**128**	**0.46**
30.02	**354.2**	**185**	**0.52**	**161**	**0.45**
31.01	**316.4**	**85**	**0.27**	**101**	**0.32**
31.02	**285.3**	**97**	**0.34**	**94**	**0.33**
32.02	**408.7**	**199**	**0.49**	**200**	**0.49**
32.03	**243.5**	**59**	**0.24**	**51**	**0.21**
32.04	**395.2**	**124**	**0.31**	**134**	**0.34**
33.00	587.6	255	0.43	326	0.55
34.00	566.0	351	0.62	380	0.67
35.01	296.0	200	0.68	264	0.89
35.02	311.4	185	0.59	212	0.68
36.00	313.7	183	0.58	180	0.57
37.00	**352.8**	**167**	**0.47**	**180**	**0.51**
38.00	1,210.4	265	0.22	266	0.22
39.00	606.4	132	0.22	138	0.23
40.05	547.2	220	0.40	241	0.44
40.06	472.6	150	0.32	155	0.33
40.08	412.8	123	0.30	160	0.39
40.11	302.3	162	0.54	221	0.73
40.12	492.1	141	0.29	147	0.30
40.13	583.0	192	0.33	220	0.38
40.14	258.7	70	0.27	78	0.30
40.15	421.2	212	0.50	234	0.56
40.16	350.1	94	0.27	106	0.30
40.17	242.1	140	0.58	149	0.62
40.18	220.9	156	0.71	169	0.76
40.19	216.8	86	0.40	118	0.54
40.20	190.5	205	1.08	265	1.39
41.00	502.5	203	0.40	177	0.35
42.01	469.1	114	0.24	127	0.27
42.02	405.8	123	0.30	136	0.34
42.03	404.5	108	0.27	135	0.33
43.01	274.7	69	0.25	91	0.33
43.02	658.9	100	0.15	112	0.17
44.01	**342.6**	**78**	**0.23**	**67**	**0.20**
44.02	**306.5**	**22**	**0.07**	**37**	**0.12**
45.01	445.4	99	0.22	89	0.20
45.02	667.7	125	0.19	117	0.18
46.02	**325.4**	**85**	**0.26**	**85**	**0.26**
46.03	**178.2**	**9**	**0.05**	**7**	**0.04**
46.04	**382.1**	**32**	**0.08**	**35**	**0.09**
47.01	346.3	25	0.07	23	0.07
47.02	**380.5**	**28**	**0.07**	**22**	**0.06**
48.01	**462.6**	**129**	**0.28**	**140**	**0.30**
48.02	351.7	37	0.11	41	0.12
49.04	612.1	29	0.05	35	0.06
49.06	236.8	47	0.20	70	0.30
49.07	78.3	20	0.26	22	0.28
49.08	360.4	115	0.32	144	0.40
49.09	212.8	105	0.49	91	0.43
49.10	212.0	116	0.55	90	0.42

Table B-2
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Concentration: City of Sacramento

Item	Total Acreage	2010 Total Est.	2010 Density (Est. per Acre)	2019 Total Est.	2019 Density (Est. per Acre)
City of Sacramento					
50.02	757.3	15	0.02	19	0.03
52.01	485.7	141	0.29	162	0.33
52.02	457.7	93	0.20	111	0.24
52.04	917.9	318	0.35	372	0.41
52.05	2,195.8	725	0.33	845	0.38
53.01	1,599.2	359	0.22	448	0.28
54.02	1,413.3	881	0.62	912	0.65
54.03	343.7	692	2.01	674	1.96
54.04	1,026.5	305	0.30	308	0.30
55.02	708.7	593	0.84	607	0.86
62.02	402.1	181	0.45	179	0.45
63.00	694.0	252	0.36	222	0.32
64.00	852.5	301	0.35	291	0.34
65.01	414.9	106	0.26	114	0.27
65.02	539.4	94	0.17	111	0.21
66.00	554.3	126	0.23	132	0.24
67.03	517.9	246	0.47	261	0.50
67.04	303.8	79	0.26	82	0.27
67.05	596.4	145	0.24	148	0.25
67.06	368.6	74	0.20	103	0.28
68.01	182.1	27	0.15	23	0.13
68.02	145.6	79	0.54	64	0.44
68.03	269.6	37	0.14	42	0.16
69.01	903.3	277	0.31	310	0.34
69.02	389.3	306	0.79	324	0.83
70.01	838.8	219	0.26	296	0.35
70.07	928.9	177	0.19	199	0.21
70.10	652.5	525	0.80	573	0.88
70.11	501.5	281	0.56	345	0.69
70.12	262.0	125	0.48	118	0.45
70.13	166.2	61	0.37	68	0.41
70.16	1,256.9	200	0.16	336	0.27
70.17	1,906.4	49	0.03	111	0.06
70.19	1,403.0	204	0.15	369	0.26
70.20	640.3	158	0.25	186	0.29
70.21	585.6	92	0.16	113	0.19
70.22	125.1	37	0.30	55	0.44
70.23	313.8	129	0.41	132	0.42
70.24	171.1	150	0.88	179	1.05
70.25	305.0	142	0.47	225	0.74
70.26	1,049.6	30	0.03	109	0.10
70.27	631.5	148	0.23	223	0.35
70.28	589.3	279	0.47	380	0.64
71.01	18,907.0	0	0.00	1	0.00
71.03	541.4	217	0.40	329	0.61
71.05	477.4	154	0.32	235	0.49
71.06	1,601.5	288	0.18	373	0.23
71.07	3,397.5	159	0.05	271	0.08
71.08	699.2	105	0.15	219	0.31
71.09	413.4	113	0.27	151	0.37
71.10	287.5	163	0.57	186	0.65
71.11	272.6	135	0.50	196	0.72
72.04	2,000.9	216	0.11	283	0.14
74.13	1,403.3	30	0.02	33	0.02
75.04	847.4	4	0.00	3	0.00
92.01	13,842.3	794	0.06	904	0.07
96.01	1,527.9	128	0.08	204	0.13
96.08	942.0	170	0.18	295	0.31
96.09	349.3	118	0.34	139	0.40
96.10	461.5	154	0.33	138	0.30
96.14	556.6	30	0.05	33	0.06
96.33	173.9	47	0.27	52	0.30
96.34	291.6	111	0.38	127	0.44
96.40	163.0	81	0.50	106	0.65
96.41	505.7	274	0.54	392	0.78
99.00	65,916.9	0	0.00	0	0.00
Median	**402.1**	**150.0**	**0.33**	**179.0**	**0.39**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Table B-3
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2000-2009): Study Area

Item	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
Assumptions [1]													
Minimum Value for Index	(0.16)	100.00	-	(0.02)	100.00	-	0.00	0.00	-	0.00	0.00	-	-
Maximum Value for Index	0.04	0.00	-	0.20	0.00	-	8.00	100.00	-	5.00	100.00	-	-
Weighting Factor	-	-	3.00	-	-	3.00	-	-	1.00	-	-	1.00	-
Elmhurst													
6067001710	(0.02)	31.15	93.44	0.06	63.41	190.24	1.00	12.50	12.50	1.00	20.00	20.00	316.19
6067001720	(0.02)	28.37	85.10	0.13	33.28	99.84	2.00	25.00	25.00	1.25	25.00	25.00	234.93
Oak Park													
6067001800	(0.01)	23.14	69.43	0.06	66.44	199.33	2.14	26.79	26.79	2.22	44.44	44.44	339.99
6067002700	(0.02)	29.02	87.06	0.02	82.25	246.74	1.00	12.50	12.50	1.36	27.27	27.27	373.57
6067002800	(0.02)	27.88	83.65	0.02	84.82	254.46	0.00	0.00	0.00	0.75	15.00	15.00	353.11
6067003700	(0.04)	42.01	126.03	0.04	73.68	221.04	0.63	7.81	7.81	0.61	12.22	12.22	367.11
Fruitridge Pocket													
6067004401	(0.03)	37.64	112.93	0.16	17.08	51.24	1.50	18.75	18.75	1.75	35.00	35.00	217.92
6067004402	0.00	19.67	59.02	0.10	44.80	134.39	0.00	0.00	0.00	0.00	0.00	0.00	193.41
Tahoe & Colonial													
6067002900	(0.01)	22.68	68.05	0.08	53.77	161.30	0.67	8.33	8.33	0.89	17.78	17.78	255.46
6067003010	(0.00)	20.06	60.18	0.05	70.70	212.09	0.20	2.50	2.50	0.57	11.43	11.43	286.19
6067003020	(0.00)	20.92	62.76	0.04	74.37	223.10	1.40	17.50	17.50	1.13	22.61	22.61	325.97
6067003101	(0.03)	35.43	106.30	0.07	61.10	183.31	0.00	0.00	0.00	1.00	20.00	20.00	309.61
6067003102	(0.01)	25.42	76.25	0.09	52.31	156.92	0.67	8.33	8.33	0.75	15.00	15.00	256.51
Lemon Hill													
6067004602	(0.03)	35.11	105.34	0.06	63.18	189.54	13.50	168.75	168.75	8.80	176.00	176.00	639.63
6067004603	(0.20)	122.95	368.85	(0.11)	142.59	427.76	2.00	25.00	25.00	3.00	60.00	60.00	881.61
6067004604	(0.05)	43.14	129.43	0.06	63.62	190.87	0.00	0.00	0.00	0.67	13.33	13.33	333.64
6067004702	(0.06)	52.87	158.61	0.10	46.57	139.71	0.00	0.00	0.00	0.00	0.00	0.00	298.31
South of Fruitridge													
6067003202	(0.00)	20.87	62.61	0.00	90.89	272.68	1.17	14.58	14.58	1.00	20.00	20.00	369.87
6067003203	0.02	10.19	30.57	0.04	73.74	221.23	0.00	0.00	0.00	1.00	20.00	20.00	271.80
6067003204	(0.07)	57.95	173.85	0.01	86.04	258.13	2.00	25.00	25.00	2.33	46.67	46.67	503.64
6067004801	(0.03)	36.45	109.34	0.03	77.28	231.83	1.20	15.00	15.00	1.00	20.00	20.00	376.17

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] The minimum and maximum for indexing the values are the minimum and maximum values for the larger geography of the City of Sacramento for each Census Tract.

Table B-4
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2010-2019): Study Area

Item	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
Assumptions [1]													
Minimum Value for Index	(0.05)	100.00	-	(0.05)	100.00	-	0.00	0.00	-	0.00	0.00	-	-
Maximum Value for Index	0.03	0.00	-	0.08	0.00	-	12.00	100.00	-	10.50	100.00	-	-
Weighting Factor	-	-	3.00	-	-	3.00	-	-	1.00	-	-	1.00	-
Elmhurst													
6067001710	(0.01)	45.13	135.39	(0.00)	66.06	198.19	1.88	15.63	15.63	1.90	18.10	18.10	367.29
6067001720	(0.01)	46.07	138.21	(0.00)	64.06	192.18	1.67	13.89	13.89	1.75	16.67	16.67	360.95
Oak Park													
6067001800	(0.01)	44.33	132.99	0.08	0.00	0.00	2.00	16.67	16.67	3.00	28.57	28.57	178.23
6067002700	0.00	32.52	97.57	(0.00)	62.27	186.80	2.67	22.22	22.22	2.36	22.45	22.45	329.04
6067002800	(0.02)	62.59	187.76	(0.02)	78.51	235.53	3.67	30.56	30.56	2.50	23.81	23.81	477.65
6067003700	(0.01)	44.67	134.00	0.01	57.96	173.89	1.71	14.29	14.29	1.77	16.85	16.85	339.03
Fruitridge Pocket													
6067004401	0.00	34.17	102.50	(0.00)	63.55	190.65	1.29	10.71	10.71	1.44	13.76	13.76	317.62
6067004402	0.03	4.95	14.85	0.07	2.59	7.76	1.00	8.33	8.33	3.00	28.57	28.57	59.52
Tahoe & Colonial													
6067002900	0.01	27.66	82.97	0.02	48.41	145.23	2.09	17.42	17.42	2.17	20.63	20.63	266.26
6067003010	0.00	34.92	104.77	(0.03)	83.46	250.38	2.13	17.71	17.71	2.10	20.00	20.00	392.85
6067003020	(0.01)	48.36	145.09	(0.00)	63.46	190.38	1.63	13.54	13.54	1.52	14.46	14.46	363.47
6067003101	0.01	29.40	88.19	0.02	42.11	126.32	2.25	18.75	18.75	2.20	20.95	20.95	254.21
6067003102	(0.02)	60.80	182.41	(0.04)	90.61	271.83	1.64	13.64	13.64	1.63	15.48	15.48	483.36
Lemon Hill													
6067004602	0.01	22.84	68.53	0.02	43.14	129.42	7.83	65.28	65.28	12.83	122.22	122.22	385.45
6067004603	0.00	36.63	109.90	(0.32)	318.72	956.17	2.00	16.67	16.67	3.00	28.57	28.57	1,111.31
6067004604	0.00	36.63	109.90	(0.05)	101.12	303.37	1.00	8.33	8.33	2.50	23.81	23.81	445.41
6067004702	(0.04)	78.50	235.50	0.00	62.16	186.47	1.50	12.50	12.50	1.40	13.33	13.33	447.81
South of Fruitridge													
6067003202	(0.02)	60.26	180.77	(0.00)	65.89	197.68	1.67	13.89	13.89	1.45	13.79	13.79	406.13
6067003203	(0.04)	86.89	260.67	(0.03)	88.75	266.24	0.00	0.00	0.00	1.50	14.29	14.29	541.20
6067003204	(0.01)	48.20	144.61	0.01	55.64	166.92	2.80	23.33	23.33	3.13	29.76	29.76	364.63
6067004801	(0.02)	64.61	193.83	0.00	60.19	180.57	1.90	15.83	15.83	1.94	18.45	18.45	408.68

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] The minimum and maximum for indexing the values are the minimum and maximum values for the larger geography of the City of Sacramento for each Census Tract.

Table B-5
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2000-2009): City of Sacramento

Item	Commercial Density Threshold (2010) (Est. per Acre) [1]	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
		Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
Assumptions [2]														
Minimum Value for Index	-	(0.16)	100.00	-	(0.02)	100.00	-	0.00	0.00	-	0.00	0.00	-	-
Maximum Value for Index	-	0.04	0.00	-	0.20	0.00	-	8.00	100.00	-	5.00	100.00	-	-
Weighting Factor	-	-	-	3.00	-	-	3.00	-	-	1.00	-	-	1.00	-
City of Sacramento														
1.00	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-
2.00	0.78	(0.02)	27.98	83.95	0.06	63.82	191.46	1.13	14.06	14.06	1.36	27.27	27.27	316.74
3.00	0.59	(0.01)	23.43	70.30	0.08	57.78	173.34	0.00	0.00	0.00	0.57	11.43	11.43	255.07
4.00	1.11	0.00	18.98	56.94	0.05	68.16	204.48	1.57	19.64	19.64	1.40	28.00	28.00	309.07
5.01	1.22	0.01	13.42	40.26	0.01	87.49	262.47	1.25	15.63	15.63	0.88	17.50	17.50	335.85
5.02	0.83	0.02	10.51	31.54	0.04	73.23	219.68	1.00	12.50	12.50	0.50	10.00	10.00	273.72
6.00	2.44	(0.01)	25.56	76.69	(0.02)	100.00	300.00	1.50	18.75	18.75	1.71	34.29	34.29	429.72
7.00	6.22	(0.01)	24.60	73.81	0.05	70.02	210.05	1.47	18.42	18.42	1.14	22.86	22.86	325.14
8.00	2.30	(0.02)	28.86	86.57	0.09	52.53	157.60	8.00	100.00	100.00	2.80	56.00	56.00	400.16
11.02	4.48	0.00	17.14	51.41	0.01	87.82	263.46	1.13	14.06	14.06	0.97	19.31	19.31	348.24
11.03	7.59	(0.00)	20.58	61.73	0.03	76.14	228.42	2.00	25.00	25.00	1.61	32.24	32.24	347.39
12.01	1.98	(0.00)	21.37	64.12	0.02	83.72	251.17	1.38	17.19	17.19	0.89	17.78	17.78	350.25
12.02	2.29	0.01	12.12	36.35	0.06	64.65	193.95	3.00	37.50	37.50	5.00	100.00	100.00	367.80
13.00	1.82	(0.00)	21.70	65.09	0.10	47.72	143.15	0.67	8.33	8.33	0.90	18.10	18.10	234.67
14.00	4.78	(0.01)	22.54	67.62	0.01	89.28	267.83	1.04	12.95	12.95	0.85	17.00	17.00	365.40
15.00	1.60	(0.01)	25.91	77.74	0.04	74.82	224.47	1.07	13.39	13.39	0.94	18.71	18.71	334.31
16.01	0.90	(0.01)	23.08	69.24	0.04	75.81	227.42	1.03	12.87	12.87	0.96	19.27	19.27	328.80
16.02	0.82	(0.01)	22.41	67.24	(0.01)	96.52	289.57	0.88	10.94	10.94	0.76	15.29	15.29	383.04
17.01	0.31	-	-	-	-	-	-	-	-	-	-	-	-	-
17.02	0.49	**(0.02)**	**28.37**	**85.10**	**0.13**	**33.28**	**99.84**	**2.00**	**25.00**	**25.00**	**1.25**	**25.00**	**25.00**	**234.93**
18.00	0.51	**(0.01)**	**23.14**	**69.43**	**0.06**	**66.44**	**199.33**	**2.14**	**26.79**	**26.79**	**2.22**	**44.44**	**44.44**	**339.99**
19.00	1.11	0.01	12.97	38.92	0.04	75.13	225.38	1.14	14.29	14.29	1.08	21.54	21.54	300.12
20.00	1.60	0.00	17.46	52.39	0.03	76.56	229.67	0.94	11.72	11.72	0.96	19.20	19.20	312.98
21.00	0.69	(0.01)	23.78	71.35	0.06	65.73	197.20	0.40	5.00	5.00	0.35	7.00	7.00	280.55
22.00	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-
23.00	0.76	(0.01)	23.39	70.16	0.06	66.06	198.18	1.14	14.29	14.29	1.29	25.71	25.71	308.35
24.00	0.35	(0.01)	22.60	67.79	0.04	75.91	227.74	0.67	8.33	8.33	0.87	17.33	17.33	321.19
25.00	0.38	(0.04)	38.08	114.23	0.06	62.85	188.54	1.00	12.50	12.50	1.00	20.00	20.00	335.27
26.00	0.75	(0.04)	38.15	114.45	0.08	54.61	163.84	0.88	10.94	10.94	0.83	16.67	16.67	305.89
27.00	0.65	**(0.02)**	**29.02**	**87.06**	**0.02**	**82.25**	**246.74**	**1.00**	**12.50**	**12.50**	**1.36**	**27.27**	**27.27**	**373.57**
28.00	0.43	**(0.02)**	**27.88**	**83.65**	**0.02**	**84.82**	**254.46**	**0.00**	**0.00**	**0.00**	**0.75**	**15.00**	**15.00**	**353.11**
29.00	0.45	**(0.01)**	**22.68**	**68.05**	**0.08**	**53.77**	**161.30**	**0.67**	**8.33**	**8.33**	**0.89**	**17.78**	**17.78**	**255.46**
30.01	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-
30.02	0.52	**(0.00)**	**20.92**	**62.76**	**0.04**	**74.37**	**223.10**	**1.40**	**17.50**	**17.50**	**1.13**	**22.61**	**22.61**	**325.97**
31.01	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
31.02	0.34	**(0.01)**	**25.42**	**76.25**	**0.09**	**52.31**	**156.92**	**0.67**	**8.33**	**8.33**	**0.75**	**15.00**	**15.00**	**256.51**
32.02	0.49	**(0.00)**	**20.87**	**62.61**	**0.00**	**90.89**	**272.68**	**1.17**	**14.58**	**14.58**	**1.00**	**20.00**	**20.00**	**369.87**
32.03	0.24	-	-	-	-	-	-	-	-	-	-	-	-	-
32.04	0.31	-	-	-	-	-	-	-	-	-	-	-	-	-
33.00	0.43	(0.01)	26.48	79.44	0.07	60.88	182.64	1.00	12.50	12.50	0.83	16.67	16.67	291.25
34.00	0.62	(0.03)	35.25	105.76	0.03	79.12	237.35	0.56	7.03	7.03	0.73	14.62	14.62	364.76
35.01	0.68	(0.01)	27.15	81.45	0.07	61.39	184.17	0.78	9.72	9.72	0.58	11.67	11.67	287.01
35.02	0.59	(0.03)	33.51	100.54	(0.00)	93.89	281.68	0.62	7.69	7.69	0.63	12.50	12.50	402.41
36.00	0.58	(0.04)	40.29	120.87	0.02	82.28	246.85	1.40	17.50	17.50	1.33	26.67	26.67	411.89
37.00	0.47	**(0.04)**	**42.01**	**126.03**	**0.04**	**73.68**	**221.04**	**0.63**	**7.81**	**7.81**	**0.61**	**12.22**	**12.22**	**367.11**
38.00	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-
39.00	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-
40.05	0.40	(0.04)	39.23	117.70	0.01	85.85	257.55	2.00	25.00	25.00	1.00	20.00	20.00	420.24
40.06	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-
40.08	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
40.11	0.54	(0.06)	51.34	154.02	0.06	66.38	199.15	1.00	12.50	12.50	0.80	16.00	16.00	381.67
40.12	0.29	-	-	-	-	-	-	-	-	-	-	-	-	-

Table B-5
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2000-2009): City of Sacramento

Item	Commercial Density Threshold (2010) (Est. per Acre) [1]	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
		Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
40.13	0.33	(0.03)	32.90	98.71	0.08	56.20	168.60	0.50	6.25	6.25	0.13	2.50	2.50	276.05
40.14	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
40.15	0.50	(0.03)	33.67	101.02	0.05	71.14	213.42	0.67	8.33	8.33	0.55	10.91	10.91	333.68
40.16	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
40.17	0.58	0.02	7.44	22.33	0.04	73.41	220.24	1.14	14.29	14.29	0.83	16.67	16.67	273.52
40.18	0.71	0.02	9.44	28.31	0.03	80.20	240.60	1.50	18.75	18.75	1.50	30.00	30.00	317.66
40.19	0.40	0.01	13.67	41.00	0.04	74.22	222.66	1.00	12.50	12.50	1.50	30.00	30.00	306.17
40.20	1.08	(0.01)	25.31	75.93	0.15	22.58	67.74	1.40	17.50	17.50	1.25	25.00	25.00	186.17
41.00	0.40	(0.02)	28.47	85.42	0.04	75.32	225.96	0.80	10.00	10.00	1.40	28.00	28.00	349.38
42.01	0.24	-	-	-	-	-	-	-	-	-	-	-	-	-
42.02	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
42.03	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
43.01	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-
43.02	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-
44.01	0.23	-	-	-	-	-	-	-	-	-	-	-	-	-
44.02	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-
45.01	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-
45.02	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-
46.02	**0.26**	-	-	-	-	-	-	-	-	-	-	-	-	-
46.03	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-
46.04	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-
47.01	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-
47.02	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-
48.01	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-
48.02	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-
49.04	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-
49.06	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-
49.07	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-
49.08	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-
49.09	0.49	0.04	0.00	0.00	0.17	12.75	38.25	2.00	25.00	25.00	1.00	20.00	20.00	83.25
49.10	0.55	0.00	19.11	57.33	0.00	90.93	272.79	0.86	10.80	10.80	1.11	22.16	22.16	363.08
50.02	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-
52.01	0.29	-	-	-	-	-	-	-	-	-	-	-	-	-
52.02	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-
52.04	0.35	0.00	19.62	58.86	0.10	44.94	134.83	1.25	15.63	15.63	1.29	25.88	25.88	235.20
52.05	0.33	(0.02)	29.90	89.71	0.06	64.10	192.30	1.31	16.37	16.37	1.28	25.60	25.60	323.99
53.01	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-
54.02	0.62	(0.01)	23.38	70.14	0.13	32.34	97.03	1.45	18.18	18.18	1.45	29.00	29.00	214.35
54.03	2.01	0.00	19.19	57.56	0.06	66.66	199.98	2.50	31.25	31.25	3.50	70.00	70.00	358.79
54.04	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
55.02	0.84	(0.01)	22.39	67.16	0.14	30.39	91.17	0.95	11.85	11.85	1.00	20.00	20.00	190.19
62.02	0.45	(0.03)	34.46	103.38	0.03	79.78	239.33	1.29	16.07	16.07	1.11	22.22	22.22	381.00
63.00	0.36	(0.02)	27.87	83.61	0.08	56.86	170.57	1.69	21.15	21.15	1.73	34.67	34.67	310.00
64.00	0.35	(0.02)	30.39	91.18	0.10	45.32	135.95	1.23	15.38	15.38	1.00	20.00	20.00	262.51
65.01	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-
65.02	0.17	-	-	-	-	-	-	-	-	-	-	-	-	-
66.00	0.23	-	-	-	-	-	-	-	-	-	-	-	-	-
67.03	0.47	0.01	16.63	49.88	0.13	34.21	102.63	0.60	7.50	7.50	0.78	15.56	15.56	175.56
67.04	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-
67.05	0.24	-	-	-	-	-	-	-	-	-	-	-	-	-
67.06	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-
68.01	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-
68.02	0.54	0.00	19.67	59.02	0.09	52.90	158.71	0.56	6.94	6.94	0.69	13.85	13.85	238.51
68.03	0.14	-	-	-	-	-	-	-	-	-	-	-	-	-
69.01	0.31	-	-	-	-	-	-	-	-	-	-	-	-	-
69.02	0.79	0.00	19.04	57.12	0.05	68.01	204.02	1.39	17.38	17.38	1.42	28.30	28.30	306.82
70.01	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-
70.07	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-
70.10	0.80	0.00	17.81	53.42	0.20	0.00	0.00	8.00	100.00	100.00	1.67	33.33	33.33	186.76

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Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2000-2009): City of Sacramento

Item	Commercial Density Threshold (2010) (Est. per Acre) [1]	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
		Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
70.11	0.56	(0.02)	29.71	89.14	0.11	44.29	132.87	1.00	12.50	12.50	0.55	10.91	10.91	245.42
70.12	0.48	(0.02)	30.65	91.96	0.04	74.33	223.00	1.00	12.50	12.50	1.78	35.56	35.56	363.02
70.13	0.37	0.01	12.99	38.97	0.11	42.61	127.82	0.00	0.00	0.00	0.00	0.00	0.00	166.78
70.16	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-
70.17	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-
70.19	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-
70.20	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-
70.21	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-
70.22	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
70.23	0.41	(0.02)	30.08	90.24	0.03	78.83	236.49	0.67	8.33	8.33	1.00	20.00	20.00	355.06
70.24	0.88	(0.04)	41.92	125.77	0.07	58.39	175.16	0.33	4.17	4.17	0.46	9.23	9.23	314.33
70.25	0.47	(0.06)	51.49	154.48	0.04	73.63	220.90	1.00	12.50	12.50	1.50	30.00	30.00	417.88
70.26	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-
70.27	0.23	-	-	-	-	-	-	-	-	-	-	-	-	-
70.28	0.47	0.03	6.39	19.16	0.09	52.86	158.58	1.14	14.29	14.29	1.50	30.00	30.00	222.03
71.01	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-
71.03	0.40	(0.11)	74.25	222.74	0.10	47.20	141.59	0.00	0.00	0.00	0.00	0.00	0.00	364.33
71.05	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-
71.06	0.18	-	-	-	-	-	-	-	-	-	-	-	-	-
71.07	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-
71.08	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-
71.09	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
71.10	0.57	(0.06)	51.48	154.44	(0.01)	94.84	284.52	0.00	0.00	0.00	2.00	40.00	40.00	478.96
71.11	0.50	(0.16)	100.00	300.00	0.00	92.05	276.15	6.00	75.00	75.00	4.50	90.00	90.00	741.15
72.04	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-
74.13	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-
75.04	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-
92.01	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-
96.01	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-
96.08	0.18	-	-	-	-	-	-	-	-	-	-	-	-	-
96.09	0.34	(0.04)	39.87	119.61	0.04	74.56	223.67	2.00	25.00	25.00	4.00	80.00	80.00	448.28
96.10	0.33	(0.06)	52.91	158.73	0.02	84.95	254.86	2.00	25.00	25.00	3.00	60.00	60.00	498.59
96.14	0.05	-	-	-	-	-	-	-	-	-	-	-	-	-
96.33	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
96.34	0.38	(0.02)	31.54	94.61	0.14	28.85	86.54	2.00	25.00	25.00	0.86	17.14	17.14	223.29
96.40	0.50	(0.03)	35.09	105.27	0.16	19.16	57.47	0.75	9.38	9.38	1.20	24.00	24.00	196.11
96.41	0.54	(0.03)	32.70	98.11	0.08	57.11	171.33	1.08	13.46	13.46	0.83	16.67	16.67	299.57
99.00	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] Commercial concentration is the number of establishements per acre within the Census Tract. See Table B-2.
[2] The assumptions include Census Tracts within the City of Sacramento that meet the commercial concentration threshold, which is more than or equal to the citywide median. If the density threshold was not met, no composite index value was calculated.

Table B-6
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2010-2019): City of Sacramento

Item	Commercial Density Threshold (2019) (Est. per Acre) [1]	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
		Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
Assumptions [1]														
Minimum Value for Index	-	(0.05)	100.00	-	(0.05)	100.00	-	0.00	0.00	-	0.00	0.00	-	-
Maximum Value for Index	-	0.03	0.00	-	0.08	0.00	-	12.00	100.00	-	10.50	100.00	-	-
Weighting Factor	-	-	-	3.00	-	-	3.00	-	-	1.00	-	-	1.00	-
City of Sacramento														
1.00	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-
2.00	0.82	(0.01)	45.31	135.94	0.01	55.35	166.05	1.29	10.78	10.78	2.24	21.33	21.33	334.11
3.00	0.81	(0.00)	39.66	118.97	0.03	40.99	122.97	1.86	15.48	15.48	2.00	19.05	19.05	276.47
4.00	1.24	0.01	22.69	68.06	0.01	54.05	162.14	2.38	19.79	19.79	2.19	20.83	20.83	270.82
5.01	1.63	0.00	31.80	95.40	0.05	21.24	63.71	4.00	33.33	33.33	3.33	31.75	31.75	224.20
5.02	1.12	(0.02)	55.23	165.70	0.00	60.99	182.98	2.25	18.75	18.75	2.20	20.95	20.95	388.38
6.00	2.43	(0.00)	41.32	123.96	(0.00)	62.79	188.38	12.00	100.00	100.00	10.50	100.00	100.00	512.34
7.00	5.46	(0.01)	43.46	130.38	0.01	52.82	158.47	1.71	14.25	14.25	1.68	15.99	15.99	319.08
8.00	2.78	(0.00)	37.25	111.76	0.00	59.73	179.19	1.83	15.28	15.28	1.91	18.18	18.18	324.42
11.02	6.08	(0.00)	41.69	125.07	0.03	38.82	116.47	2.25	18.75	18.75	1.97	18.80	18.80	279.08
11.03	8.33	(0.01)	45.15	135.45	(0.01)	73.11	219.32	2.26	18.82	18.82	2.15	20.46	20.46	394.04
12.01	2.90	0.00	34.42	103.27	(0.01)	71.32	213.95	2.40	20.00	20.00	2.38	22.62	22.62	359.84
12.02	2.88	(0.02)	54.40	163.21	(0.05)	100.00	300.00	3.50	29.17	29.17	2.67	25.40	25.40	517.77
13.00	2.44	(0.02)	54.71	164.14	0.01	57.09	171.27	1.75	14.58	14.58	1.88	17.86	17.86	367.85
14.00	5.08	(0.00)	40.39	121.17	0.02	46.42	139.26	1.89	15.77	15.77	2.05	19.49	19.49	295.69
15.00	1.99	(0.00)	42.01	126.03	0.03	40.40	121.20	2.00	16.67	16.67	2.47	23.53	23.53	287.43
16.01	1.14	(0.01)	47.58	142.74	0.01	53.19	159.56	1.63	13.54	13.54	1.58	15.08	15.08	330.91
16.02	1.01	(0.01)	46.70	140.09	0.01	54.09	162.28	1.43	11.90	11.90	1.70	16.19	16.19	330.46
17.01	0.40	**(0.01)**	**45.13**	**135.39**	**(0.00)**	**66.06**	**198.19**	**1.88**	**15.63**	**15.63**	**1.90**	**18.10**	**18.10**	**367.29**
17.02	0.69	**(0.01)**	**46.07**	**138.21**	**(0.00)**	**64.06**	**192.18**	**1.67**	**13.89**	**13.89**	**1.75**	**16.67**	**16.67**	**360.95**
18.00	0.79	**(0.01)**	**44.33**	**132.99**	**0.08**	**0.00**	**0.00**	**2.00**	**16.67**	**16.67**	**3.00**	**28.57**	**28.57**	**178.23**
19.00	1.29	(0.03)	67.95	203.85	0.00	61.63	184.90	1.92	16.03	16.03	2.35	22.38	22.38	427.15
20.00	1.99	(0.01)	53.74	161.21	(0.00)	63.89	191.67	1.83	15.28	15.28	2.23	21.27	21.27	389.43
21.00	0.87	(0.01)	49.31	147.94	(0.01)	70.10	210.29	1.82	15.15	15.15	1.76	16.78	16.78	390.16
22.00	0.31	-	-	-	-	-	-	-	-	-	-	-	-	-
23.00	0.89	(0.02)	57.93	173.80	(0.01)	73.30	219.89	1.69	14.10	14.10	2.00	19.05	19.05	426.85
24.00	0.52	(0.00)	39.18	117.54	0.01	57.21	171.63	2.00	16.67	16.67	2.00	19.05	19.05	324.88
25.00	0.49	(0.01)	51.99	155.98	0.01	51.57	154.71	2.00	16.67	16.67	2.33	22.22	22.22	349.57
26.00	1.00	(0.02)	60.17	180.51	(0.02)	78.69	236.06	2.22	18.52	18.52	2.64	25.11	25.11	460.19
27.00	0.68	**0.00**	**32.52**	**97.57**	**(0.00)**	**62.27**	**186.80**	**2.67**	**22.22**	**22.22**	**2.36**	**22.45**	**22.45**	**329.04**
28.00	0.52	**(0.02)**	**62.59**	**187.76**	**(0.02)**	**78.51**	**235.53**	**3.67**	**30.56**	**30.56**	**2.50**	**23.81**	**23.81**	**477.65**
29.00	0.53	**0.01**	**27.66**	**82.97**	**0.02**	**48.41**	**145.23**	**2.09**	**17.42**	**17.42**	**2.17**	**20.63**	**20.63**	**266.26**
30.01	0.46	**0.00**	**34.92**	**104.77**	**(0.03)**	**83.46**	**250.38**	**2.13**	**17.71**	**17.71**	**2.10**	**20.00**	**20.00**	**392.85**
30.02	0.45	**(0.01)**	**48.36**	**145.09**	**(0.00)**	**63.46**	**190.38**	**1.63**	**13.54**	**13.54**	**1.52**	**14.46**	**14.46**	**363.47**
31.01	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-
31.02	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-
32.02	0.49	**(0.02)**	**60.26**	**180.77**	**(0.00)**	**65.89**	**197.68**	**1.67**	**13.89**	**13.89**	**1.45**	**13.79**	**13.79**	**406.13**
32.03	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-
32.04	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-
33.00	0.55	(0.04)	88.20	264.61	0.02	45.59	136.77	2.22	18.52	18.52	2.11	20.05	20.05	439.95
34.00	0.67	(0.02)	60.24	180.72	(0.00)	63.07	189.22	1.52	12.64	12.64	1.87	17.83	17.83	400.41
35.01	0.89	0.01	29.00	86.99	0.01	53.83	161.49	2.07	17.26	17.26	2.05	19.52	19.52	285.27
35.02	0.68	(0.05)	90.55	271.66	0.01	52.78	158.35	1.41	11.76	11.76	1.66	15.76	15.76	457.54
36.00	0.57	(0.02)	61.72	185.17	0.02	49.87	149.60	2.00	16.67	16.67	1.82	17.32	17.32	368.75
37.00	0.51	**(0.01)**	**44.67**	**134.00**	**0.01**	**57.96**	**173.89**	**1.71**	**14.29**	**14.29**	**1.77**	**16.85**	**16.85**	**339.03**
38.00	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-
39.00	0.23	-	-	-	-	-	-	-	-	-	-	-	-	-

Table B-6
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2010-2019): City of Sacramento

Item	Commercial Density Threshold (2019) (Est. per Acre) [1]	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
		Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
40.05	0.44	(0.01)	48.68	146.05	0.00	59.92	179.75	3.80	31.67	31.67	2.71	25.85	25.85	383.32
40.06	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-
40.08	0.39	(0.01)	48.37	145.11	(0.00)	64.66	193.99	6.00	50.00	50.00	10.00	95.24	95.24	484.33
40.11	0.73	(0.03)	69.93	209.80	0.03	39.85	119.56	2.67	22.22	22.22	3.13	29.76	29.76	381.35
40.12	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
40.13	0.38	-	-	-	-	-	-	-	-	-	-	-	-	-
40.14	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
40.15	0.56	(0.02)	61.35	184.05	(0.00)	63.82	191.46	2.14	17.86	17.86	2.60	24.76	24.76	418.13
40.16	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
40.17	0.62	(0.02)	63.78	191.33	(0.00)	64.44	193.33	1.75	14.58	14.58	2.14	20.41	20.41	419.65
40.18	0.76	(0.04)	77.67	233.02	0.00	59.77	179.30	2.50	20.83	20.83	2.60	24.76	24.76	457.92
40.19	0.54	(0.00)	40.33	120.99	(0.01)	72.51	217.53	4.00	33.33	33.33	5.00	47.62	47.62	419.48
40.20	1.39	(0.03)	67.28	201.83	0.04	30.02	90.07	1.83	15.28	15.28	2.30	21.90	21.90	329.08
41.00	0.35	-	-	-	-	-	-	-	-	-	-	-	-	-
42.01	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
42.02	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-
42.03	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-
43.01	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-
43.02	0.17	-	-	-	-	-	-	-	-	-	-	-	-	-
44.01	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-
44.02	0.12	-	-	-	-	-	-	-	-	-	-	-	-	-
45.01	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-
45.02	0.18	-	-	-	-	-	-	-	-	-	-	-	-	-
46.02	**0.26**	-	-	-	-	-	-	-	-	-	-	-	-	-
46.03	0.04	-	-	-	-	-	-	-	-	-	-	-	-	-
46.04	0.09	-	-	-	-	-	-	-	-	-	-	-	-	-
47.01	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-
47.02	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-
48.01	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
48.02	0.12	-	-	-	-	-	-	-	-	-	-	-	-	-
49.04	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-
49.06	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
49.07	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-
49.08	0.40	0.01	30.55	91.64	0.00	62.06	186.18	3.25	27.08	27.08	3.40	32.38	32.38	337.28
49.09	0.43	(0.01)	42.65	127.94	(0.03)	87.62	262.85	2.25	18.75	18.75	2.00	19.05	19.05	428.58
49.10	0.42	(0.04)	87.16	261.49	(0.01)	69.28	207.84	1.31	10.90	10.90	1.47	14.01	14.01	494.23
50.02	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-
52.01	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-
52.02	0.24	-	-	-	-	-	-	-	-	-	-	-	-	-
52.04	0.41	0.00	36.16	108.47	(0.04)	92.37	277.10	2.06	17.13	17.13	2.00	19.05	19.05	421.76
52.05	0.38	-	-	-	-	-	-	-	-	-	-	-	-	-
53.01	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-
54.02	0.65	0.00	35.89	107.67	0.01	51.93	155.78	1.55	12.88	12.88	1.84	17.56	17.56	293.89
54.03	1.96	(0.00)	37.88	113.63	0.00	61.51	184.52	2.86	23.81	23.81	3.50	33.33	33.33	355.29
54.04	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
55.02	0.86	0.00	33.27	99.82	(0.02)	80.06	240.17	1.97	16.38	16.38	1.86	17.67	17.67	374.04
62.02	0.45	(0.02)	62.32	186.97	0.00	58.44	175.32	2.37	19.74	19.74	2.43	23.13	23.13	405.16
63.00	0.32	-	-	-	-	-	-	-	-	-	-	-	-	-
64.00	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-
65.01	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
65.02	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-
66.00	0.24	-	-	-	-	-	-	-	-	-	-	-	-	-
67.03	0.50	(0.01)	47.53	142.60	0.00	60.99	182.96	1.90	15.83	15.83	1.71	16.25	16.25	357.64
67.04	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-

Table B-6
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Commercial Gentrification Assessment (2010-2019): City of Sacramento

Item	Commercial Density Threshold (2019) (Est. per Acre) [1]	Criteria A Minority-Owned Est. Share Diff.			Criteria B Non-Chain Small Est. Share Diff.			Criteria C Infrequent Est. Churn Rate			Criteria D Discretionary Est. Churn Rate			All Criteria Index Score
		Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	Raw Value	Indexed Value	Value After Weighting	
67.05	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-
67.06	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-
68.01	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-
68.02	0.44	0.03	0.00	0.00	0.04	33.23	99.68	1.33	11.11	11.11	1.33	12.70	12.70	123.49
68.03	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-
69.01	0.34	-	-	-	-	-	-	-	-	-	-	-	-	-
69.02	0.83	(0.01)	49.19	147.57	(0.01)	66.56	199.68	1.84	15.32	15.32	1.97	18.79	18.79	381.36
70.01	0.35	-	-	-	-	-	-	-	-	-	-	-	-	-
70.07	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-
70.10	0.88	(0.00)	40.18	120.53	0.04	32.56	97.69	5.67	47.22	47.22	3.17	30.16	30.16	295.60
70.11	0.69	(0.01)	47.00	140.99	0.03	35.87	107.62	3.33	27.78	27.78	1.79	17.01	17.01	293.39
70.12	0.45	0.00	35.52	106.56	(0.03)	85.01	255.02	1.50	12.50	12.50	2.33	22.22	22.22	396.30
70.13	0.41	(0.04)	79.03	237.08	0.01	58.07	174.20	6.00	50.00	50.00	5.50	52.38	52.38	513.66
70.16	0.27	-	-	-	-	-	-	-	-	-	-	-	-	-
70.17	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-
70.19	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-
70.20	0.29	-	-	-	-	-	-	-	-	-	-	-	-	-
70.21	0.19	-	-	-	-	-	-	-	-	-	-	-	-	-
70.22	0.44	(0.05)	100.00	300.00	0.00	62.16	186.47	0.00	0.00	0.00	0.00	0.00	0.00	486.47
70.23	0.42	(0.02)	64.52	193.55	0.01	55.04	165.12	1.56	12.96	12.96	1.70	16.19	16.19	387.82
70.24	1.05	(0.05)	93.87	281.62	0.00	58.82	176.45	2.33	19.44	19.44	1.86	17.69	17.69	495.20
70.25	0.74	(0.01)	53.62	160.86	0.04	33.37	100.12	3.67	30.56	30.56	5.00	47.62	47.62	339.15
70.26	0.10	-	-	-	-	-	-	-	-	-	-	-	-	-
70.27	0.35	-	-	-	-	-	-	-	-	-	-	-	-	-
70.28	0.64	(0.01)	48.92	146.75	0.01	54.68	164.04	2.50	20.83	20.83	2.86	27.21	27.21	358.84
71.01	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-
71.03	0.61	(0.01)	44.10	132.31	(0.01)	66.20	198.60	2.89	24.07	24.07	2.71	25.77	25.77	380.76
71.05	0.49	(0.01)	52.38	157.13	(0.01)	67.23	201.68	2.25	18.75	18.75	2.75	26.19	26.19	403.75
71.06	0.23	-	-	-	-	-	-	-	-	-	-	-	-	-
71.07	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-
71.08	0.31	-	-	-	-	-	-	-	-	-	-	-	-	-
71.09	0.37	-	-	-	-	-	-	-	-	-	-	-	-	-
71.10	0.65	0.00	33.00	99.00	(0.01)	70.23	210.70	9.00	75.00	75.00	5.00	47.62	47.62	432.32
71.11	0.72	(0.01)	52.85	158.55	(0.01)	70.40	211.21	5.00	41.67	41.67	2.40	22.86	22.86	434.28
72.04	0.14	-	-	-	-	-	-	-	-	-	-	-	-	-
74.13	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-
75.04	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-
92.01	0.07	-	-	-	-	-	-	-	-	-	-	-	-	-
96.01	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-
96.08	0.31	-	-	-	-	-	-	-	-	-	-	-	-	-
96.09	0.40	(0.03)	67.01	201.03	0.00	62.16	186.47	3.50	29.17	29.17	2.50	23.81	23.81	440.48
96.10	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
96.14	0.06	-	-	-	-	-	-	-	-	-	-	-	-	-
96.33	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-
96.34	0.44	(0.02)	59.09	177.26	(0.02)	77.58	232.74	3.33	27.78	27.78	2.22	21.16	21.16	458.94
96.40	0.65	(0.02)	54.52	163.56	0.03	34.48	103.45	2.20	18.33	18.33	2.29	21.77	21.77	307.11
96.41	0.78	(0.02)	55.49	166.48	(0.00)	64.10	192.30	2.07	17.26	17.26	1.95	18.61	18.61	394.65
99.00	0.00	-	-	-	-	-	-	-	-	-	-	-	-	-

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] Commercial concentration is the number of establishements per acre within the Census Tract. See Table B-2.
[2] The assumptions include Census Tracts within the City of Sacramento that meet the commercial concentration threshold, which is more than or equal to the citywide median. If the density threshold was not met, no composite index value was calculated.

Table B-7
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Minority-Owned Establishments (2000, 2010, 2019): Study Area

	CRITERIA A										
	2000			2010			2019			Share Difference of Minority-Owned Establishments	
		Minority-Owned			Minority-Owned			Minority-Owned			
Item	Total Est.	Total	% of Total	Total Est.	Total	% of Total	Total Est.	Total	% of Total	2000-2010	2010-2019
Formula	*a*	*b*	*c = b / a*	*d*	*e*	*f = e / d*	*g*	*h*	*i = h / g*	*j = f - c*	*k = i - f*
Elmhurst											
6067001710	54	3	5.6%	90	3	3.3%	115	3	2.6%	(2.2%)	(0.7%)
6067001720	146	4	2.7%	284	3	1.1%	398	1	0.3%	(1.7%)	(0.8%)
Subtotal Elmhurst	**200**	**7**	**3.5%**	**374**	**6**	**1.6%**	**513**	**4**	**0.8%**	**(1.9%)**	**(0.8%)**
Oak Park											
6067001800	146	5	3.4%	218	6	2.8%	334	7	2.1%	(0.7%)	(0.7%)
6067002700	118	5	4.2%	206	5	2.4%	216	6	2.8%	(1.8%)	0.4%
6067002800	43	2	4.7%	98	3	3.1%	118	1	0.8%	(1.6%)	(2.2%)
6067003700	98	6	6.1%	167	3	1.8%	180	2	1.1%	(4.3%)	(0.7%)
Subtotal Oak Park	**405**	**18**	**4.4%**	**689**	**17**	**2.5%**	**848**	**16**	**1.9%**	**(2.0%)**	**(0.6%)**
Fruitridge Pocket											
6067004401	42	2	4.8%	78	1	1.3%	67	1	1.5%	(3.5%)	0.2%
6067004402	14	0	0.0%	22	0	0.0%	37	1	2.7%	0.0%	2.7%
Subtotal Fruitridge Pocket	**56**	**2**	**3.6%**	**100**	**1**	**1.0%**	**104**	**2**	**1.9%**	**(2.6%)**	**0.9%**
Tahoe & Colonial											
6067002900	141	3	2.1%	259	4	1.5%	303	7	2.3%	(0.6%)	0.8%
6067003010	44	1	2.3%	91	2	2.2%	128	3	2.3%	(0.1%)	0.1%
6067003020	161	3	1.9%	185	3	1.6%	161	1	0.6%	(0.2%)	(1.0%)
6067003101	37	2	5.4%	85	2	2.4%	101	3	3.0%	(3.1%)	0.6%
6067003102	63	2	3.2%	97	2	2.1%	94	0	0.0%	(1.1%)	(2.1%)
Subtotal Tahoe & Colonial	**446**	**11**	**2.5%**	**717**	**13**	**1.8%**	**787**	**14**	**1.8%**	**(0.7%)**	**(0.0%)**
Lemon Hill											
6067004602	48	2	4.2%	85	1	1.2%	85	2	2.4%	(3.0%)	1.2%
6067004603	5	1	20.0%	9	0	0.0%	7	0	0.0%	(20.0%)	0.0%
6067004604	22	1	4.5%	32	0	0.0%	35	0	0.0%	(4.5%)	0.0%
6067004702	10	1	10.0%	28	1	3.6%	22	0	0.0%	(6.4%)	(3.6%)
Subtotal Lemon Hill	**85**	**5**	**5.9%**	**154**	**2**	**1.3%**	**149**	**2**	**1.3%**	**(4.6%)**	**0.0%**
South of Fruitridge											
6067003202	154	5	3.2%	199	6	3.0%	200	2	1.0%	(0.2%)	(2.0%)
6067003203	24	2	8.3%	59	6	10.2%	51	3	5.9%	1.8%	(4.3%)
6067003204	47	5	10.6%	124	4	3.2%	134	3	2.2%	(7.4%)	(1.0%)
6067004801	63	4	6.3%	129	4	3.1%	140	1	0.7%	(3.2%)	(2.4%)
Subtotal South of Fruitridge	**288**	**16**	**5.6%**	**511**	**20**	**3.9%**	**525**	**9**	**1.7%**	**(1.6%)**	**(2.2%)**
Study Area	**1,480**	**59**	**4.0%**	**2,545**	**59**	**2.3%**	**2,926**	**47**	**1.6%**	**(1.7%)**	**(0.7%)**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Table B-8
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Minority-Owned Establishments (2000, 2010, 2019): City of Sacramento

	CRITERIA A										
	2000			2010			2019			Share Difference of Minority-Owned Establishments	
		Minority-Owned			Minority-Owned			Minority-Owned			
Item	Total Est.	Total	% of Total	Total Est.	Total	% of Total	Total Est.	Total	% of Total	2000-2010	2010-2019
Formula	*a*	*b*	*c = b / a*	*d*	*e*	*f = e / d*	*g*	*h*	*i = h / g*	*j = f - c*	*k = i - f*
City of Sacramento											
1.00	73	2	2.7%	153	3	2.0%	188	3	1.6%	(0.8%)	(0.4%)
2.00	150	5	3.3%	290	5	1.7%	305	3	1.0%	(1.6%)	(0.7%)
3.00	119	2	1.7%	210	2	1.0%	288	2	0.7%	(0.7%)	(0.3%)
4.00	146	2	1.4%	266	4	1.5%	297	8	2.7%	0.1%	1.2%
5.01	93	2	2.2%	119	4	3.4%	159	6	3.8%	1.2%	0.4%
5.02	74	1	1.4%	96	3	3.1%	130	2	1.5%	1.8%	(1.6%)
6.00	195	7	3.6%	245	6	2.4%	244	5	2.0%	(1.1%)	(0.4%)
7.00	604	18	3.0%	790	16	2.0%	693	10	1.4%	(1.0%)	(0.6%)
8.00	240	5	2.1%	328	1	0.3%	397	1	0.3%	(1.8%)	(0.1%)
11.02	279	5	1.8%	438	10	2.3%	594	11	1.9%	0.5%	(0.4%)
11.03	1,665	46	2.8%	2,203	57	2.6%	2,418	45	1.9%	(0.2%)	(0.7%)
12.01	118	1	0.8%	193	1	0.5%	283	2	0.7%	(0.3%)	0.2%
12.02	95	1	1.1%	159	4	2.5%	200	2	1.0%	1.5%	(1.5%)
13.00	255	6	2.4%	357	7	2.0%	478	2	0.4%	(0.4%)	(1.5%)
14.00	775	20	2.6%	938	19	2.0%	997	17	1.7%	(0.6%)	(0.3%)
15.00	441	13	2.9%	690	12	1.7%	859	11	1.3%	(1.2%)	(0.5%)
16.01	366	12	3.3%	420	11	2.6%	534	9	1.7%	(0.7%)	(0.9%)
16.02	144	2	1.4%	233	2	0.9%	289	0	0.0%	(0.5%)	(0.9%)
17.01	54	3	5.6%	90	3	3.3%	115	3	2.6%	(2.2%)	(0.7%)
17.02	146	4	2.7%	284	3	1.1%	398	1	0.3%	(1.7%)	(0.8%)
18.00	146	5	3.4%	218	6	2.8%	334	7	2.1%	(0.7%)	(0.7%)
19.00	219	8	3.7%	303	15	5.0%	351	8	2.3%	1.3%	(2.7%)
20.00	251	10	4.0%	408	18	4.4%	508	15	3.0%	0.4%	(1.5%)
21.00	162	5	3.1%	262	6	2.3%	331	4	1.2%	(0.8%)	(1.1%)
22.00	101	6	5.9%	170	6	3.5%	208	5	2.4%	(2.4%)	(1.1%)
23.00	206	6	2.9%	228	5	2.2%	266	1	0.4%	(0.7%)	(1.8%)
24.00	150	3	2.0%	279	4	1.4%	411	5	1.2%	(0.6%)	(0.2%)
25.00	35	2	5.7%	93	2	2.2%	119	1	0.8%	(3.6%)	(1.3%)
26.00	93	6	6.5%	174	5	2.9%	231	2	0.9%	(3.6%)	(2.0%)
27.00	**118**	**5**	**4.2%**	**206**	**5**	**2.4%**	**216**	**6**	**2.8%**	(1.8%)	0.4%
28.00	43	2	4.7%	98	3	3.1%	118	1	0.8%	(1.6%)	(2.2%)
29.00	141	3	2.1%	259	4	1.5%	303	7	2.3%	(0.6%)	0.8%
30.01	44	1	2.3%	91	2	2.2%	128	3	2.3%	(0.1%)	0.1%
30.02	161	3	1.9%	185	3	1.6%	161	1	0.6%	(0.2%)	(1.0%)
31.01	37	2	5.4%	85	2	2.4%	101	3	3.0%	(3.1%)	0.6%
31.02	63	2	3.2%	97	2	2.1%	94	0	0.0%	(1.1%)	(2.1%)
32.02	154	5	3.2%	199	6	3.0%	200	2	1.0%	(0.2%)	(2.0%)
32.03	24	2	8.3%	59	6	10.2%	51	3	5.9%	1.8%	(4.3%)
32.04	47	5	10.6%	124	4	3.2%	134	3	2.2%	(7.4%)	(1.0%)
33.00	166	10	6.0%	255	12	4.7%	326	1	0.3%	(1.3%)	(4.4%)
34.00	218	19	8.7%	351	20	5.7%	380	14	3.7%	(3.0%)	(2.0%)
35.01	116	4	3.4%	200	4	2.0%	264	7	2.7%	(1.4%)	0.7%
35.02	120	11	9.2%	185	12	6.5%	212	4	1.9%	(2.7%)	(4.6%)
36.00	101	9	8.9%	183	9	4.9%	180	5	2.8%	(4.0%)	(2.1%)
37.00	98	6	6.1%	167	3	1.8%	180	2	1.1%	(4.3%)	(0.7%)
38.00	260	9	3.5%	265	8	3.0%	266	4	1.5%	(0.4%)	(1.5%)
39.00	67	3	4.5%	132	5	3.8%	138	3	2.2%	(0.7%)	(1.6%)
40.05	132	8	6.1%	220	5	2.3%	241	3	1.2%	(3.8%)	(1.0%)
40.06	68	2	2.9%	150	3	2.0%	155	3	1.9%	(0.9%)	(0.1%)
40.08	47	2	4.3%	123	2	1.6%	160	1	0.6%	(2.6%)	(1.0%)
40.11	77	9	11.7%	162	9	5.6%	221	6	2.7%	(6.1%)	(2.8%)
40.12	49	4	8.2%	141	4	2.8%	147	2	1.4%	(5.3%)	(1.5%)
40.13	111	4	3.6%	192	2	1.0%	220	4	1.8%	(2.6%)	0.8%
40.14	34	0	0.0%	70	0	0.0%	78	0	0.0%	0.0%	0.0%
40.15	115	8	7.0%	212	9	4.2%	234	5	2.1%	(2.7%)	(2.1%)
40.16	38	2	5.3%	94	2	2.1%	106	2	1.9%	(3.1%)	(0.2%)
40.17	76	2	2.6%	140	7	5.0%	149	4	2.7%	2.4%	(2.3%)
40.18	217	11	5.1%	156	11	7.1%	169	6	3.6%	2.0%	(3.5%)
40.19	35	0	0.0%	86	1	1.2%	118	1	0.8%	1.2%	(0.3%)
40.20	134	8	6.0%	205	10	4.9%	265	6	2.3%	(1.1%)	(2.6%)
41.00	124	7	5.6%	203	8	3.9%	177	5	2.8%	(1.7%)	(1.1%)
42.01	48	0	0.0%	114	1	0.9%	127	0	0.0%	0.9%	(0.9%)
42.02	53	2	3.8%	123	0	0.0%	136	2	1.5%	(3.8%)	1.5%
42.03	47	3	6.4%	108	3	2.8%	135	6	4.4%	(3.6%)	1.7%
43.01	23	1	4.3%	69	2	2.9%	91	2	2.2%	(1.4%)	(0.7%)
43.02	30	2	6.7%	100	3	3.0%	112	3	2.7%	(3.7%)	(0.3%)
44.01	**42**	**2**	**4.8%**	**78**	**1**	**1.3%**	**67**	**1**	**1.5%**	(3.5%)	0.2%
44.02	**14**	**0**	**0.0%**	**22**	**0**	**0.0%**	**37**	**1**	**2.7%**	0.0%	2.7%
45.01	70	5	7.1%	99	4	4.0%	89	2	2.2%	(3.1%)	(1.8%)
45.02	96	3	3.1%	125	9	7.2%	117	2	1.7%	4.1%	(5.5%)
46.02	48	2	4.2%	85	1	1.2%	85	2	2.4%	(3.0%)	1.2%
46.03	5	1	20.0%	9	0	0.0%	7	0	0.0%	(20.0%)	0.0%
46.04	22	1	4.5%	32	0	0.0%	35	0	0.0%	(4.5%)	0.0%
47.01	16	1	6.3%	25	0	0.0%	23	0	0.0%	(6.3%)	0.0%
47.02	10	1	10.0%	28	1	3.6%	22	0	0.0%	(6.4%)	(3.6%)
48.01	63	4	6.3%	129	4	3.1%	140	1	0.7%	(3.2%)	(2.4%)
48.02	12	0	0.0%	37	0	0.0%	41	2	4.9%	0.0%	4.9%
49.04	11	0	0.0%	29	0	0.0%	35	1	2.9%	0.0%	2.9%
49.06	17	3	17.6%	47	2	4.3%	70	1	1.4%	(13.4%)	(2.8%)
49.07	4	0	0.0%	20	0	0.0%	22	0	0.0%	0.0%	0.0%
49.08	45	4	8.9%	115	1	0.9%	144	2	1.4%	(8.0%)	0.5%
49.09	52	0	0.0%	105	4	3.8%	91	3	3.3%	3.8%	(0.5%)
49.10	238	10	4.2%	116	5	4.3%	90	0	0.0%	0.1%	(4.3%)

Table B-8
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Minority-Owned Establishments (2000, 2010, 2019): City of Sacramento

	CRITERIA A										
	2000			2010			2019			Share Difference of Minority-Owned Establishments	
		Minority-Owned			Minority-Owned			Minority-Owned			
Item	Total Est.	Total	% of Total	Total Est.	Total	% of Total	Total Est.	Total	% of Total	**2000-2010**	**2010-2019**
Formula	*a*	*b*	*c = b / a*	*d*	*e*	*f = e / d*	*g*	*h*	*i = h / g*	*j = f - c*	*k = i - f*
City of Sacramento											
50.02	12	0	0.0%	15	0	0.0%	19	2	10.5%	0.0%	10.5%
52.01	103	1	1.0%	141	0	0.0%	162	0	0.0%	(1.0%)	0.0%
52.02	37	2	5.4%	93	4	4.3%	111	3	2.7%	(1.1%)	(1.6%)
52.04	192	3	1.6%	318	5	1.6%	372	6	1.6%	0.0%	0.0%
52.05	560	25	4.5%	725	18	2.5%	845	16	1.9%	(2.0%)	(0.6%)
53.01	269	10	3.7%	359	15	4.2%	448	14	3.1%	0.5%	(1.1%)
54.02	625	13	2.1%	881	12	1.4%	912	13	1.4%	(0.7%)	0.1%
54.03	468	7	1.5%	692	11	1.6%	674	10	1.5%	0.1%	(0.1%)
54.04	227	3	1.3%	305	4	1.3%	308	2	0.6%	(0.0%)	(0.7%)
55.02	462	11	2.4%	593	11	1.9%	607	13	2.1%	(0.5%)	0.3%
62.02	104	7	6.7%	181	7	3.9%	179	3	1.7%	(2.9%)	(2.2%)
63.00	168	6	3.6%	252	5	2.0%	222	4	1.8%	(1.6%)	(0.2%)
64.00	169	8	4.7%	301	8	2.7%	291	9	3.1%	(2.1%)	0.4%
65.01	132	2	1.5%	106	5	4.7%	114	3	2.6%	3.2%	(2.1%)
65.02	49	2	4.1%	94	4	4.3%	111	1	0.9%	0.2%	(3.4%)
66.00	74	2	2.7%	126	1	0.8%	132	0	0.0%	(1.9%)	(0.8%)
67.03	133	3	2.3%	246	7	2.8%	261	5	1.9%	0.6%	(0.9%)
67.04	27	2	7.4%	79	4	5.1%	82	3	3.7%	(2.3%)	(1.4%)
67.05	81	5	6.2%	145	10	6.9%	148	10	6.8%	0.7%	(0.1%)
67.06	33	1	3.0%	74	2	2.7%	103	1	1.0%	(0.3%)	(1.7%)
68.01	17	3	17.6%	27	2	7.4%	23	0	0.0%	(10.2%)	(7.4%)
68.02	50	0	0.0%	79	0	0.0%	64	2	3.1%	0.0%	3.1%
68.03	11	0	0.0%	37	1	2.7%	42	0	0.0%	2.7%	(2.7%)
69.01	205	6	2.9%	277	4	1.4%	310	1	0.3%	(1.5%)	(1.1%)
69.02	321	8	2.5%	306	8	2.6%	324	5	1.5%	0.1%	(1.1%)
70.01	135	8	5.9%	219	10	4.6%	296	3	1.0%	(1.4%)	(3.6%)
70.07	76	5	6.6%	177	7	4.0%	199	3	1.5%	(2.6%)	(2.4%)
70.10	258	3	1.2%	525	8	1.5%	573	7	1.2%	0.4%	(0.3%)
70.11	136	7	5.1%	281	9	3.2%	345	8	2.3%	(1.9%)	(0.9%)
70.12	161	6	3.7%	125	2	1.6%	118	2	1.7%	(2.1%)	0.1%
70.13	19	1	5.3%	61	4	6.6%	68	2	2.9%	1.3%	(3.6%)
70.16	18	3	16.7%	200	9	4.5%	336	10	3.0%	(12.2%)	(1.5%)
70.17	7	1	14.3%	49	1	2.0%	111	4	3.6%	(12.2%)	1.6%
70.19	38	2	5.3%	204	6	2.9%	369	10	2.7%	(2.3%)	(0.2%)
70.20	41	2	4.9%	158	4	2.5%	186	4	2.2%	(2.3%)	(0.4%)
70.21	40	2	5.0%	92	0	0.0%	113	1	0.9%	(5.0%)	0.9%
70.22	11	1	9.1%	37	2	5.4%	55	0	0.0%	(3.7%)	(5.4%)
70.23	60	4	6.7%	129	6	4.7%	132	3	2.3%	(2.0%)	(2.4%)
70.24	97	10	10.3%	150	9	6.0%	179	2	1.1%	(4.3%)	(4.9%)
70.25	24	3	12.5%	142	9	6.3%	225	11	4.9%	(6.2%)	(1.4%)
70.26	7	0	0.0%	30	1	3.3%	109	3	2.8%	3.3%	(0.6%)
70.27	23	1	4.3%	148	2	1.4%	223	0	0.0%	(3.0%)	(1.4%)
70.28	73	1	1.4%	279	11	3.9%	380	11	2.9%	2.6%	(1.0%)
71.01	1	0	0.0%	0	0	0.0%	1	0	0.0%	0.0%	0.0%
71.03	15	2	13.3%	217	6	2.8%	329	7	2.1%	(10.6%)	(0.6%)
71.05	12	1	8.3%	154	6	3.9%	235	6	2.6%	(4.4%)	(1.3%)
71.06	34	4	11.8%	288	14	4.9%	373	12	3.2%	(6.9%)	(1.6%)
71.07	14	1	7.1%	159	7	4.4%	271	15	5.5%	(2.7%)	1.1%
71.08	8	0	0.0%	105	5	4.8%	219	5	2.3%	4.8%	(2.5%)
71.09	27	2	7.4%	113	5	4.4%	151	4	2.6%	(3.0%)	(1.8%)
71.10	25	2	8.0%	163	3	1.8%	186	4	2.2%	(6.2%)	0.3%
71.11	15	3	20.0%	135	6	4.4%	196	6	3.1%	(15.6%)	(1.4%)
72.04	99	4	4.0%	216	7	3.2%	283	6	2.1%	(0.8%)	(1.1%)
74.13	21	0	0.0%	30	0	0.0%	33	1	3.0%	0.0%	3.0%
75.04	5	0	0.0%	4	0	0.0%	3	0	0.0%	0.0%	0.0%
92.01	557	27	4.8%	794	29	3.7%	904	22	2.4%	(1.2%)	(1.2%)
96.01	44	5	11.4%	128	4	3.1%	204	2	1.0%	(8.2%)	(2.1%)
96.08	37	0	0.0%	170	5	2.9%	295	3	1.0%	2.9%	(1.9%)
96.09	26	3	11.5%	118	9	7.6%	139	7	5.0%	(3.9%)	(2.6%)
96.10	57	7	12.3%	154	9	5.8%	138	5	3.6%	(6.4%)	(2.2%)
96.14	6	0	0.0%	30	0	0.0%	33	1	3.0%	0.0%	3.0%
96.33	16	0	0.0%	47	1	2.1%	52	2	3.8%	2.1%	1.7%
96.34	40	2	5.0%	111	3	2.7%	127	1	0.8%	(2.3%)	(1.9%)
96.40	55	3	5.5%	81	2	2.5%	106	1	0.9%	(3.0%)	(1.5%)
96.41	162	10	6.2%	274	10	3.6%	392	8	2.0%	(2.5%)	(1.6%)
99.00	0	0	0.0%	0	0	0.0%	0	0	0.0%	0.0%	0.0%
City of Sacramento	**18,625**	**687**	**3.7%**	**30,496**	**843**	**2.8%**	**35,784**	**667**	**1.9%**	**(0.9%)**	**(0.9%)**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Table B-9
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Non-Chain Small Business Establishments (2000, 2010, 2019): Study Area

	CRITERIA B										
	2000			2010			2019				
		Non-Chain Small Establishments			Non-Chain Small Establishments			Non-Chain Small Establishments		Share Difference of Non-Chain Small Establishments	
Item	Total Est.	Total	% of Total	Total Est.	Total	% of Total	Total Est.	Total	% of Total	2000-2010	2010-2019
Formula	*a*	*b*	*c = b / a*	*d*	*e*	*f = e / d*	*g*	*h*	*i = h / g*	*j = f - c*	*k = i - f*
Elmhurst											
6067001700	54	41	75.9%	90	74	82.2%	115	94	81.7%	6.3%	(0.5%)
6067001720	146	104	71.2%	284	239	84.2%	398	334	83.9%	12.9%	(0.2%)
Subtotal Elmhurst	**200**	**145**	**72.5%**	**374**	**313**	**83.7%**	**513**	**428**	**83.4%**	**11.2%**	**(0.3%)**
Oak Park											
6067001800	146	113	77.4%	218	181	83.0%	334	303	90.7%	5.6%	7.7%
6067002700	118	104	88.1%	206	186	90.3%	216	195	90.3%	2.2%	(0.0%)
6067002800	43	41	95.3%	98	95	96.9%	118	112	94.9%	1.6%	(2.0%)
6067003700	98	87	88.8%	167	155	92.8%	180	168	93.3%	4.0%	0.5%
Subtotal Oak Park	**405**	**345**	**85.2%**	**689**	**617**	**89.6%**	**848**	**778**	**91.7%**	**4.4%**	**2.2%**
Fruitridge Pocket											
6067004401	42	27	64.3%	78	63	80.8%	67	54	80.6%	16.5%	(0.2%)
6067004402	14	10	71.4%	22	18	81.8%	37	33	89.2%	10.4%	7.4%
Subtotal Fruitridge Pocket	**56**	**37**	**66.1%**	**100**	**81**	**81.0%**	**104**	**87**	**83.7%**	**14.9%**	**2.7%**
Tahoe & Colonial											
6067002900	141	103	73.0%	259	211	81.5%	303	252	83.2%	8.4%	1.7%
6067003010	44	40	90.9%	91	87	95.6%	128	119	93.0%	4.7%	(2.6%)
6067003020	161	153	95.0%	185	183	98.9%	161	159	98.8%	3.9%	(0.2%)
6067003101	37	31	83.8%	85	77	90.6%	101	94	93.1%	6.8%	2.5%
6067003102	63	51	81.0%	97	87	89.7%	94	81	86.2%	8.7%	(3.5%)
Subtotal Tahoe & Colonial	**446**	**378**	**84.8%**	**717**	**645**	**90.0%**	**787**	**705**	**89.6%**	**5.2%**	**(0.4%)**
Lemon Hill											
6067004602	48	41	85.4%	85	78	91.8%	85	80	94.1%	6.3%	2.4%
6067004603	5	5	100.0%	9	8	88.9%	7	4	57.1%	(11.1%)	(31.7%)
6067004604	22	11	50.0%	32	18	56.3%	35	18	51.4%	6.3%	(4.8%)
6067004702	10	9	90.0%	28	28	100.0%	22	22	100.0%	10.0%	0.0%
Subtotal Lemon Hill	**85**	**66**	**77.6%**	**154**	**132**	**85.7%**	**149**	**124**	**83.2%**	**8.1%**	**(2.5%)**
South of Fruitridge											
6067003202	154	142	92.2%	199	184	92.5%	200	184	92.0%	0.3%	(0.5%)
6067003203	24	21	87.5%	59	54	91.5%	51	45	88.2%	4.0%	(3.3%)
6067003204	47	46	97.9%	124	123	99.2%	134	134	100.0%	1.3%	0.8%
6067004801	63	59	93.7%	129	125	96.9%	140	136	97.1%	3.2%	0.2%
Subtotal South of Fruitridge	**288**	**268**	**93.1%**	**511**	**486**	**95.1%**	**525**	**499**	**95.0%**	**2.1%**	**(0.1%)**
Study Area	**1,480**	**1,239**	**83.7%**	**2,545**	**2,274**	**89.4%**	**2,926**	**2,621**	**89.6%**	**5.6%**	**0.2%**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Table B-10
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Non-Chain Small Business Establishments (2000, 2010, 2019): City of Sacramento

	CRITERIA B										
	2000			2010			2019			Share Difference of Non-Chain Small Establishments	
		Non-Chain Small Establishments			Non-Chain Small Establishments			Non-Chain Small Establishments			
Item	Total Est.	Total	% of Total	Total Est.	Total	% of Total	Total Est.	Total	% of Total	**2000-2010**	**2010-2019**
Formula	*a*	*b*	*c = b / a*	*d*	*e*	*f = e / d*	*g*	*h*	*i = h / g*	*j = f - c*	*k = i - f*
City of Sacramento											
1	73	66	90.4%	153	144	94.1%	188	182	96.8%	3.7%	2.7%
2	150	135	90.0%	290	279	96.2%	305	296	97.0%	6.2%	0.8%
3	119	97	81.5%	210	187	89.0%	288	264	91.7%	7.5%	2.6%
4	146	129	88.4%	266	249	93.6%	297	281	94.6%	5.3%	1.0%
5.01	93	78	83.9%	119	101	84.9%	159	143	89.9%	1.0%	5.1%
5.02	74	64	86.5%	96	87	90.6%	130	118	90.8%	4.1%	0.1%
6	195	161	82.6%	245	198	80.8%	244	197	80.7%	(1.7%)	(0.1%)
7	604	444	73.5%	790	619	78.4%	693	551	79.5%	4.8%	1.2%
8	240	135	56.3%	328	213	64.9%	397	259	65.2%	8.7%	0.3%
11.02	279	235	84.2%	438	373	85.2%	594	523	88.0%	0.9%	2.9%
11.03	1,665	1,117	67.1%	2,203	1,555	70.6%	2,418	1,674	69.2%	3.5%	(1.4%)
12.01	118	103	87.3%	193	172	89.1%	283	249	88.0%	1.8%	(1.1%)
12.02	95	60	63.2%	159	110	69.2%	200	129	64.5%	6.0%	(4.7%)
13	255	188	73.7%	357	298	83.5%	478	402	84.1%	9.7%	0.6%
14	775	686	88.5%	938	836	89.1%	997	908	91.1%	0.6%	1.9%
15	441	377	85.5%	690	616	89.3%	859	790	92.0%	3.8%	2.7%
16.01	366	305	83.3%	420	365	86.9%	534	470	88.0%	3.6%	1.1%
16.02	144	138	95.8%	233	221	94.8%	289	277	95.8%	(1.0%)	1.0%
17.01	54	41	75.9%	90	74	82.2%	115	94	81.7%	6.3%	(0.5%)
17.02	146	104	71.2%	284	239	84.2%	398	334	83.9%	12.9%	(0.2%)
18	146	113	77.4%	218	181	83.0%	334	303	90.7%	5.6%	7.7%
19	219	187	85.4%	303	270	89.1%	351	313	89.2%	3.7%	0.1%
20	251	200	79.7%	408	339	83.1%	508	421	82.9%	3.4%	(0.2%)
21	162	118	72.8%	262	206	78.6%	331	257	77.6%	5.8%	(1.0%)
22	101	76	75.2%	170	146	85.9%	208	180	86.5%	10.6%	0.7%
23	206	187	90.8%	228	220	96.5%	266	253	95.1%	5.7%	(1.4%)
24	150	135	90.0%	279	261	93.5%	411	387	94.2%	3.5%	0.6%
25	35	32	91.4%	93	91	97.8%	119	118	99.2%	6.4%	1.3%
26	93	80	86.0%	174	164	94.3%	231	213	92.2%	8.2%	(2.0%)
27	118	104	88.1%	206	186	90.3%	216	195	90.3%	2.2%	(0.0%)
28	43	41	95.3%	98	95	96.9%	118	112	94.9%	1.6%	(2.0%)
29	141	103	73.0%	259	211	81.5%	303	252	83.2%	8.4%	1.7%
30.01	44	40	90.9%	91	87	95.6%	128	119	93.0%	4.7%	(2.6%)
30.02	161	153	95.0%	185	183	98.9%	161	159	98.8%	3.9%	(0.2%)
31.01	37	31	83.8%	85	77	90.6%	101	94	93.1%	6.8%	2.5%
31.02	63	51	81.0%	97	87	89.7%	94	81	86.2%	8.7%	(3.5%)
32.02	154	142	92.2%	199	184	92.5%	200	184	92.0%	0.3%	(0.5%)
32.03	24	21	87.5%	59	54	91.5%	51	45	88.2%	4.0%	(3.3%)
32.04	47	46	97.9%	124	123	99.2%	134	134	100.0%	1.3%	0.8%
33	166	139	83.7%	255	231	90.6%	326	302	92.6%	6.9%	2.0%
34	218	200	91.7%	351	332	94.6%	380	359	94.5%	2.8%	(0.1%)
35.01	116	96	82.8%	200	179	89.5%	264	239	90.5%	6.7%	1.0%
35.02	120	114	95.0%	185	175	94.6%	212	203	95.8%	(0.4%)	1.2%
36	101	90	89.1%	183	167	91.3%	180	167	92.8%	2.1%	1.5%
37	98	87	88.8%	167	155	92.8%	180	168	93.3%	4.0%	0.5%
38	260	235	90.4%	265	241	90.9%	266	248	93.2%	0.6%	2.3%
39	67	58	86.6%	132	124	93.9%	138	128	92.8%	7.4%	(1.2%)
40.05	132	126	95.5%	220	213	96.8%	241	234	97.1%	1.4%	0.3%
40.06	68	54	79.4%	150	136	90.7%	155	144	92.9%	11.3%	2.2%
40.08	47	43	91.5%	123	118	95.9%	160	153	95.6%	4.4%	(0.3%)
40.11	77	66	85.7%	162	148	91.4%	221	208	94.1%	5.6%	2.8%
40.12	49	45	91.8%	141	138	97.9%	147	145	98.6%	6.0%	0.8%
40.13	111	93	83.8%	192	176	91.7%	220	202	91.8%	7.9%	0.2%
40.14	34	34	100.0%	70	70	100.0%	78	78	100.0%	0.0%	0.0%
40.15	115	107	93.0%	212	207	97.6%	234	228	97.4%	4.6%	(0.2%)
40.16	38	34	89.5%	94	91	96.8%	106	104	98.1%	7.3%	1.3%
40.17	76	68	89.5%	140	131	93.6%	149	139	93.3%	4.1%	(0.3%)
40.18	217	203	93.5%	156	150	96.2%	169	163	96.4%	2.6%	0.3%
40.19	35	32	91.4%	86	82	95.3%	118	111	94.1%	3.9%	(1.3%)
40.2	134	90	67.2%	205	169	82.4%	265	229	86.4%	15.3%	4.0%
41	124	106	85.5%	203	181	89.2%	177	155	87.6%	3.7%	(1.6%)
42.01	48	44	91.7%	114	106	93.0%	127	114	89.8%	1.3%	(3.2%)
42.02	53	45	84.9%	123	115	93.5%	136	126	92.6%	8.6%	(0.8%)
42.03	47	35	74.5%	108	94	87.0%	135	119	88.1%	12.6%	1.1%
43.01	23	21	91.3%	69	66	95.7%	91	89	97.8%	4.3%	2.2%
43.02	30	19	63.3%	100	85	85.0%	112	91	81.3%	21.7%	(3.8%)
44.01	42	27	64.3%	78	63	80.8%	67	54	80.6%	16.5%	(0.2%)
44.02	14	10	71.4%	22	18	81.8%	37	33	89.2%	10.4%	7.4%
45.01	70	67	95.7%	99	97	98.0%	89	86	96.6%	2.3%	(1.4%)
45.02	96	72	75.0%	125	108	86.4%	117	99	84.6%	11.4%	(1.8%)
46.02	48	41	85.4%	85	78	91.8%	85	80	94.1%	6.3%	2.4%
46.03	5	5	100.0%	9	8	88.9%	7	4	57.1%	(11.1%)	(31.7%)
46.04	22	11	50.0%	32	18	56.3%	35	18	51.4%	6.3%	(4.8%)
47.01	16	15	93.8%	25	25	100.0%	23	23	100.0%	6.3%	0.0%
47.02	10	9	90.0%	28	28	100.0%	22	22	100.0%	10.0%	0.0%
48.01	63	59	93.7%	129	125	96.9%	140	136	97.1%	3.2%	0.2%
48.02	12	10	83.3%	37	36	97.3%	41	41	100.0%	14.0%	2.7%
49.04	11	10	90.9%	29	27	93.1%	35	33	94.3%	2.2%	1.2%
49.06	17	16	94.1%	47	44	93.6%	70	64	91.4%	(0.5%)	(2.2%)
49.07	4	4	100.0%	20	20	100.0%	22	22	100.0%	0.0%	0.0%
49.08	45	36	80.0%	115	107	93.0%	144	134	93.1%	13.0%	0.0%
49.09	52	36	69.2%	105	91	86.7%	91	76	83.5%	17.4%	(3.2%)
49.1	238	221	92.9%	116	108	93.1%	90	83	92.2%	0.2%	(0.9%)

Table B-10
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Non-Chain Small Business Establishments (2000, 2010, 2019): City of Sacramento

	CRITERIA B										
	2000			2010			2019			Share Difference of Non-Chain Small Establishments	
		Non-Chain Small Establishments			Non-Chain Small Establishments			Non-Chain Small Establishments			
Item	Total Est.	Total	% of Total	Total Est.	Total	% of Total	Total Est.	Total	% of Total	**2000-2010**	**2010-2019**
Formula	*a*	*b*	*c = b / a*	*d*	*e*	*f = e / d*	*g*	*h*	*i = h / g*	*j = f - c*	*k = i - f*
City of Sacramento											
50.02	12	7	58.3%	15	11	73.3%	19	17	89.5%	15.0%	16.1%
52.01	103	70	68.0%	141	95	67.4%	162	114	70.4%	(0.6%)	3.0%
52.02	37	34	91.9%	93	92	98.9%	111	110	99.1%	7.0%	0.2%
52.04	192	154	80.2%	318	288	90.6%	372	323	86.8%	10.4%	(3.7%)
52.05	560	402	71.8%	725	565	77.9%	845	669	79.2%	6.1%	1.2%
53.01	269	163	60.6%	359	244	68.0%	448	313	69.9%	7.4%	1.9%
54.02	625	411	65.8%	881	695	78.9%	912	731	80.2%	13.1%	1.3%
54.03	468	404	86.3%	692	636	91.9%	674	620	92.0%	5.6%	0.1%
54.04	227	190	83.7%	305	276	90.5%	308	285	92.5%	6.8%	2.0%
55.02	462	249	53.9%	593	400	67.5%	607	396	65.2%	13.6%	(2.2%)
62.02	104	92	88.5%	181	165	91.2%	179	164	91.6%	2.7%	0.5%
63	168	133	79.2%	252	219	86.9%	222	189	85.1%	7.7%	(1.8%)
64	169	123	72.8%	301	250	83.1%	291	240	82.5%	10.3%	(0.6%)
65.01	132	118	89.4%	106	93	87.7%	114	101	88.6%	(1.7%)	0.9%
65.02	49	44	89.8%	94	89	94.7%	111	107	96.4%	4.9%	1.7%
66	74	70	94.6%	126	121	96.0%	132	128	97.0%	1.4%	0.9%
67.03	133	95	71.4%	246	207	84.1%	261	220	84.3%	12.7%	0.1%
67.04	27	19	70.4%	79	71	89.9%	82	72	87.8%	19.5%	(2.1%)
67.05	81	54	66.7%	145	120	82.8%	148	125	84.5%	16.1%	1.7%
67.06	33	24	72.7%	74	64	86.5%	103	92	89.3%	13.8%	2.8%
68.01	17	13	76.5%	27	23	85.2%	23	19	82.6%	8.7%	(2.6%)
68.02	50	40	80.0%	79	70	88.6%	64	59	92.2%	8.6%	3.6%
68.03	11	11	100.0%	37	35	94.6%	42	39	92.9%	(5.4%)	(1.7%)
69.01	205	153	74.6%	277	224	80.9%	310	247	79.7%	6.2%	(1.2%)
69.02	321	282	87.9%	306	285	93.1%	324	300	92.6%	5.3%	(0.5%)
70.01	135	96	71.1%	219	177	80.8%	296	243	82.1%	9.7%	1.3%
70.07	76	62	81.6%	177	164	92.7%	199	182	91.5%	11.1%	(1.2%)
70.1	258	136	52.7%	525	383	73.0%	573	439	76.6%	20.2%	3.7%
70.11	136	83	61.0%	281	201	71.5%	345	258	74.8%	10.5%	3.3%
70.12	161	147	91.3%	125	119	95.2%	118	109	92.4%	3.9%	(2.8%)
70.13	19	16	84.2%	61	58	95.1%	68	65	95.6%	10.9%	0.5%
70.16	18	14	77.8%	200	192	96.0%	336	323	96.1%	18.2%	0.1%
70.17	7	3	42.9%	49	46	93.9%	111	106	95.5%	51.0%	1.6%
70.19	38	22	57.9%	204	122	59.8%	369	275	74.5%	1.9%	14.7%
70.2	41	37	90.2%	158	154	97.5%	186	182	97.8%	7.2%	0.4%
70.21	40	35	87.5%	92	87	94.6%	113	106	93.8%	7.1%	(0.8%)
70.22	11	11	100.0%	37	37	100.0%	55	55	100.0%	0.0%	0.0%
70.23	60	55	91.7%	129	122	94.6%	132	126	95.5%	2.9%	0.9%
70.24	97	84	86.6%	150	141	94.0%	179	169	94.4%	7.4%	0.4%
70.25	24	21	87.5%	142	130	91.5%	225	214	95.1%	4.0%	3.6%
70.26	7	6	85.7%	30	29	96.7%	109	103	94.5%	11.0%	(2.2%)
70.27	23	10	43.5%	148	115	77.7%	223	177	79.4%	34.2%	1.7%
70.28	73	62	84.9%	279	261	93.5%	380	359	94.5%	8.6%	0.9%
71.01	1	1	100.0%	0	0	0.0%	1	1	100.0%	0.0%	0.0%
71.03	15	12	80.0%	217	195	89.9%	329	294	89.4%	9.9%	(0.5%)
71.05	12	12	100.0%	154	153	99.4%	235	232	98.7%	(0.6%)	(0.6%)
71.06	34	30	88.2%	288	281	97.6%	373	366	98.1%	9.3%	0.6%
71.07	14	13	92.9%	159	156	98.1%	271	266	98.2%	5.3%	0.0%
71.08	8	8	100.0%	105	102	97.1%	219	215	98.2%	(2.9%)	1.0%
71.09	27	26	96.3%	113	113	100.0%	151	149	98.7%	3.7%	(1.3%)
71.1	25	25	100.0%	163	162	99.4%	186	183	98.4%	(0.6%)	(1.0%)
71.11	15	15	100.0%	135	135	100.0%	196	194	99.0%	0.0%	(1.0%)
72.04	99	76	76.8%	216	185	85.6%	283	249	88.0%	8.9%	2.3%
74.13	21	12	57.1%	30	20	66.7%	33	21	63.6%	9.5%	(3.0%)
75.04	5	2	40.0%	4	2	50.0%	3	1	33.3%	10.0%	(16.7%)
92.01	557	371	66.6%	794	586	73.8%	904	687	76.0%	7.2%	2.2%
96.01	44	42	95.5%	128	126	98.4%	204	188	92.2%	3.0%	(6.3%)
96.08	37	29	78.4%	170	153	90.0%	295	282	95.6%	11.6%	5.6%
96.09	26	25	96.2%	118	118	100.0%	139	139	100.0%	3.8%	0.0%
96.1	57	55	96.5%	154	151	98.1%	138	136	98.6%	1.6%	0.5%
96.14	6	5	83.3%	30	29	96.7%	33	33	100.0%	13.3%	3.3%
96.33	16	13	81.3%	47	45	95.7%	52	51	98.1%	14.5%	2.3%
96.34	40	33	82.5%	111	107	96.4%	127	120	94.5%	13.9%	(1.9%)
96.4	55	36	65.5%	81	66	81.5%	106	90	84.9%	16.0%	3.4%
96.41	162	133	82.1%	274	246	89.8%	392	351	89.5%	7.7%	(0.2%)
99	0	0	0.0%	0	0	0.0%	0	0	0.0%	0.0%	0.0%
City of Sacramento	**18,625**	**14,685**	**78.8%**	**30,496**	**26,189**	**85.9%**	**35,784**	**31,034**	**86.7%**	**7.0%**	**0.8%**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Table B-11
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2000-2009): Study Area

Item	Total Infrequent Est. [1] 2000	CRITERIA C: Infrequent Establishment Churn 2000-2009			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
Elmhurst					
6067001700	7	6	1	7	100.0%
6067001720	1	2	0	2	200.0%
Subtotal Elmhurst	**8**	**8**	**1**	**9**	**112.5%**
Oak Park					
6067001800	7	15	0	15	214.3%
6067002700	4	4	0	4	100.0%
6067002800	2	0	0	0	0.0%
6067003700	16	10	0	10	62.5%
Subtotal Oak Park	**29**	**29**	**0**	**29**	**100.0%**
Fruitridge Pocket					
6067004401	2	3	0	3	150.0%
6067004402	1	0	0	0	0.0%
Subtotal Fruitridge Pocket	**3**	**3**	**0**	**3**	**100.0%**
Tahoe & Colonial					
6067002900	15	10	0	10	66.7%
6067003010	5	1	0	1	20.0%
6067003020	15	21	0	21	140.0%
6067003101	0	1	0	1	0.0%
6067003102	9	6	0	6	66.7%
Subtotal Tahoe & Colonial	**44**	**39**	**0**	**39**	**88.6%**
Lemon Hill					
6067004602	2	27	0	27	1350.0%
6067004603	1	2	0	2	200.0%
6067004604	0	0	0	0	0.0%
6067004702	0	0	0	0	0.0%
Subtotal Lemon Hill	**3**	**29**	**0**	**29**	**966.7%**
South of Fruitridge					
6067003202	12	14	0	14	116.7%
6067003203	0	1	0	1	0.0%
6067003204	1	2	0	2	200.0%
6067004801	5	6	0	6	120.0%
Subtotal South of Fruitridge	**18**	**23**	**0**	**23**	**127.8%**
Total Study Area	**105**	**131**	**1**	**264**	**251.4%**
Percentage of Total Est.	*7%*				
City of Sacramento	**1,008**	**1,178**	**2**	**1,180**	**117.1%**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] An infrequent establishment is defined as an establishment that is not shopped at often. This analysis uses the North American Industriy Classification System (NAICS) codes to define infrequent establishments, see Table B-19 for the complete list of Infrequent Establishment NAICS codes and their associated business type.

Table B-12
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2010-2019): Study Area

Item	Total Infrequent Est. [1] 2010	CRITERIA C: Infrequent Establishment Churn 2010-2019			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
Elmhurst					
6067001700	8	15	0	15	187.5%
6067001720	6	10	0	10	166.7%
Subtotal Elmhurst	**14**	**25**	**0**	**25**	**178.6%**
Oak Park					
6067001800	6	12	0	12	200.0%
6067002700	6	16	0	16	266.7%
6067002800	3	11	0	11	366.7%
6067003700	21	36	0	36	171.4%
Subtotal Oak Park	**36**	**75**	**0**	**75**	**208.3%**
Fruitridge Pocket					
6067004401	7	9	0	9	128.6%
6067004402	1	1	0	1	100.0%
Subtotal Fruitridge Pocket	**8**	**10**	**0**	**10**	**125.0%**
Tahoe & Colonial					
6067002900	11	23	0	23	209.1%
6067003010	8	17	0	17	212.5%
6067003020	16	26	0	26	162.5%
6067003101	4	9	0	9	225.0%
6067003102	11	18	0	18	163.6%
Subtotal Tahoe & Colonial	**50**	**93**	**0**	**93**	**186.0%**
Lemon Hill					
6067004602	6	47	0	47	783.3%
6067004603	1	2	0	2	200.0%
6067004604	1	1	0	1	100.0%
6067004702	2	3	0	3	150.0%
Subtotal Lemon Hill	**10**	**53**	**0**	**53**	**530.0%**
South of Fruitridge					
6067003202	12	20	0	20	166.7%
6067003203	0	0	0	0	0.0%
6067003204	5	14	0	14	280.0%
6067004801	10	19	0	19	190.0%
Subtotal South of Fruitridge	**27**	**53**	**0**	**53**	**196.3%**
Study Area	**145**	**309**	**0**	**618**	**426.2%**
Percentage of Total Est.	*6%*				
City of Sacramento	**1,286**	**2,749**	**1**	**2,750**	**213.8%**

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] An infrequent establishment is defined as an establishment that is not shopped at often. This analysis uses the North American Industriy Classification System (NAICS) codes to define infrequent establishments, see for the complete list of Infrequent Establishment NAICS codes and their associated business type.

Table B-13
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2000-2009): City of Sacramento

Item	Total Infrequent Est. [1] 2000	CRITERIA C: Infrequent Establishment Churn 2000-2009			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
City of Sacramento					
1	4	7	0	7	175.0%
2	8	9	0	9	112.5%
3	2	0	0	0	0.0%
4	7	11	0	11	157.1%
5.01	4	5	0	5	125.0%
5.02	4	4	0	4	100.0%
6	2	3	0	3	150.0%
7	38	56	0	56	147.4%
8	1	8	0	8	800.0%
11.02	16	18	0	18	112.5%
11.03	32	64	0	64	200.0%
12.01	8	11	0	11	137.5%
12.02	1	3	0	3	300.0%
13	12	8	0	8	66.7%
14	28	29	0	29	103.6%
15	14	15	0	15	107.1%
16.01	34	35	0	35	102.9%
16.02	8	7	0	7	87.5%
17.01	7	6	1	7	100.0%
17.02	1	2	0	2	200.0%
18	7	15	0	15	214.3%
19	7	8	0	8	114.3%
20	16	15	0	15	93.8%
21	10	4	0	4	40.0%
22	5	6	0	6	120.0%
23	14	16	0	16	114.3%
24	9	6	0	6	66.7%
25	2	2	0	2	100.0%
26	8	7	0	7	87.5%
27	4	4	0	4	100.0%
28	2	0	0	0	0.0%
29	15	10	0	10	66.7%
30.01	5	1	0	1	20.0%
30.02	15	21	0	21	140.0%
31.01	0	1	0	1	0.0%
31.02	9	6	0	6	66.7%
32.02	12	14	0	14	116.7%
32.03	0	1	0	1	0.0%
32.04	1	2	0	2	200.0%
33	8	8	0	8	100.0%
34	16	9	0	9	56.3%
35.01	9	7	0	7	77.8%
35.02	13	8	0	8	61.5%
36	10	14	0	14	140.0%
37	16	10	0	10	62.5%
38	12	13	0	13	108.3%
39	4	4	0	4	100.0%
40.05	3	6	0	6	200.0%
40.06	4	1	0	1	25.0%
40.08	4	1	0	1	25.0%
40.11	2	2	0	2	100.0%
40.12	3	3	0	3	100.0%
40.13	2	1	0	1	50.0%
40.14	1	0	0	0	0.0%
40.15	6	4	0	4	66.7%
40.16	0	0	0	0	0.0%
40.17	7	8	0	8	114.3%

Table B-13
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2000-2009): City of Sacramento

Item	Total Infrequent Est. [1] 2000	CRITERIA C: Infrequent Establishment Churn 2000-2009			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
40.18	6	9	0	9	150.0%
40.19	1	1	0	1	100.0%
40.2	5	7	0	7	140.0%
41	5	4	0	4	80.0%
42.01	0	4	0	4	0.0%
42.02	3	3	0	3	100.0%
42.03	4	3	0	3	75.0%
43.01	2	2	0	2	100.0%
43.02	1	1	0	1	100.0%
44.01	2	3	0	3	150.0%
44.02	1	0	0	0	0.0%
45.01	9	11	0	11	122.2%
45.02	8	7	0	7	87.5%
46.02	2	27	0	27	1350.0%
46.03	1	2	0	2	200.0%
46.04	0	0	0	0	0.0%
47.01	0	1	0	1	0.0%
47.02	0	0	0	0	0.0%
48.01	5	6	0	6	120.0%
48.02	2	0	0	0	0.0%
49.04	1	0	0	0	0.0%
49.06	0	2	0	2	0.0%
49.07	0	0	0	0	0.0%
49.08	4	4	0	4	100.0%
49.09	3	6	0	6	200.0%
49.1	22	19	0	19	86.4%
50.02	2	1	0	1	50.0%
52.01	2	1	0	1	50.0%
52.02	0	2	0	2	0.0%
52.04	12	15	0	15	125.0%
52.05	42	55	0	55	131.0%
53.01	21	29	0	29	138.1%
54.02	11	16	0	16	145.5%
54.03	4	10	0	10	250.0%
54.04	6	4	0	4	66.7%
55.02	58	55	0	55	94.8%
62.02	14	18	0	18	128.6%
63	13	22	0	22	169.2%
64	13	16	0	16	123.1%
65.01	6	7	0	7	116.7%
65.02	6	5	0	5	83.3%
66	6	2	0	2	33.3%
67.03	5	3	0	3	60.0%
67.04	2	0	0	0	0.0%
67.05	4	8	0	8	200.0%
67.06	2	2	0	2	100.0%
68.01	0	0	0	0	0.0%
68.02	9	5	0	5	55.6%
68.03	1	3	0	3	300.0%
69.01	19	18	0	18	94.7%
69.02	41	57	0	57	139.0%
70.01	12	15	0	15	125.0%
70.07	5	11	0	11	220.0%
70.1	1	8	0	8	800.0%
70.11	2	2	0	2	100.0%
70.12	6	6	0	6	100.0%
70.13	0	1	0	1	0.0%
70.16	1	1	0	1	100.0%

Table B-13
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2000-2009): City of Sacramento

Item	Total Infrequent Est. [1] 2000	CRITERIA C: Infrequent Establishment Churn 2000-2009			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
70.17	0	0	0	0	0.0%
70.19	6	6	0	6	100.0%
70.2	1	1	0	1	100.0%
70.21	4	2	0	2	50.0%
70.22	2	2	0	2	100.0%
70.23	3	2	0	2	66.7%
70.24	6	2	0	2	33.3%
70.25	1	1	0	1	100.0%
70.26	0	0	0	0	0.0%
70.27	0	1	0	1	0.0%
70.28	7	8	0	8	114.3%
71.01	1	1	0	1	100.0%
71.03	0	4	0	4	0.0%
71.05	2	0	0	0	0.0%
71.06	2	4	0	4	200.0%
71.07	1	3	0	3	300.0%
71.08	0	0	0	0	0.0%
71.09	4	2	0	2	50.0%
71.1	0	1	0	1	0.0%
71.11	1	6	0	6	600.0%
72.04	5	4	0	4	80.0%
74.13	1	0	0	0	0.0%
75.04	0	0	0	0	0.0%
92.01	31	40	0	40	129.0%
96.01	3	2	0	2	66.7%
96.08	1	1	0	1	100.0%
96.09	1	2	0	2	200.0%
96.1	1	2	0	2	200.0%
96.14	1	2	1	3	300.0%
96.33	0	1	0	1	0.0%
96.34	1	2	0	2	200.0%
96.4	4	3	0	3	75.0%
96.41	13	14	0	14	107.7%
99	0	0	0	0	0.0%
Total City of Sacramento	**1,008**	**1,178**	**2**	**1,180**	**117.1%**
Percentage of Total Est.	*5%*				

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] An infrequent establishment is defined as an establishment that is not shopped at often. This analysis uses the North American Industriy Classification System (NAICS) codes to define infrequent establishments, see Table B-19 for the complete list of Infrequent Establishment NAICS codes and their associated business type.

Table B-14
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2010-2019): City of Sacramento

Item	Total Infrequent Est. [1] 2010	CRITERIA C: Infrequent Establishment Churn 2010-2019			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
City of Sacramento					
1	3	9	0	9	300.0%
2	17	22	0	22	129.4%
3	7	13	0	13	185.7%
4	8	19	0	19	237.5%
5.01	2	8	0	8	400.0%
5.02	4	9	0	9	225.0%
6	1	12	0	12	1200.0%
7	31	53	0	53	171.0%
8	6	11	0	11	183.3%
11.02	12	27	0	27	225.0%
11.03	31	70	0	70	225.8%
12.01	5	12	0	12	240.0%
12.02	2	7	0	7	350.0%
13	12	21	0	21	175.0%
14	28	53	0	53	189.3%
15	18	36	0	36	200.0%
16.01	32	52	0	52	162.5%
16.02	7	10	0	10	142.9%
17.01	8	15	0	15	187.5%
17.02	6	10	0	10	166.7%
18	6	12	0	12	200.0%
19	13	25	0	25	192.3%
20	18	33	0	33	183.3%
21	11	20	0	20	181.8%
22	7	21	0	21	300.0%
23	13	22	0	22	169.2%
24	11	22	0	22	200.0%
25	1	2	0	2	200.0%
26	9	20	0	20	222.2%
27	6	16	0	16	266.7%
28	3	11	0	11	366.7%
29	11	23	0	23	209.1%
30.01	8	17	0	17	212.5%
30.02	16	26	0	26	162.5%
31.01	4	9	0	9	225.0%
31.02	11	18	0	18	163.6%
32.02	12	20	0	20	166.7%
32.03	0	0	0	0	0.0%
32.04	5	14	0	14	280.0%
33	9	20	0	20	222.2%
34	29	44	0	44	151.7%
35.01	14	29	0	29	207.1%
35.02	17	24	0	24	141.2%
36	15	30	0	30	200.0%
37	21	36	0	36	171.4%
38	9	23	0	23	255.6%
39	2	5	0	5	250.0%
40.05	5	19	0	19	380.0%
40.06	8	17	0	17	212.5%
40.08	1	6	0	6	600.0%
40.11	3	8	0	8	266.7%
40.12	3	7	0	7	233.3%
40.13	4	8	0	8	200.0%
40.14	2	3	0	3	150.0%
40.15	7	15	0	15	214.3%
40.16	0	6	0	6	0.0%

Table B-14
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2010-2019): City of Sacramento

Item	Total Infrequent Est. [1] 2010	CRITERIA C: Infrequent Establishment Churn 2010-2019			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
40.17	8	14	0	14	175.0%
40.18	2	5	0	5	250.0%
40.19	1	4	0	4	400.0%
40.2	6	11	0	11	183.3%
41	8	20	0	20	250.0%
42.01	2	8	0	8	400.0%
42.02	10	24	0	24	240.0%
42.03	5	12	0	12	240.0%
43.01	5	9	0	9	180.0%
43.02	3	6	0	6	200.0%
44.01	7	9	0	9	128.6%
44.02	1	1	0	1	100.0%
45.01	10	17	0	17	170.0%
45.02	13	27	0	27	207.7%
46.02	6	47	0	47	783.3%
46.03	1	2	0	2	200.0%
46.04	1	1	0	1	100.0%
47.01	0	0	0	0	0.0%
47.02	2	3	0	3	150.0%
48.01	10	19	0	19	190.0%
48.02	2	6	0	6	300.0%
49.04	2	2	0	2	100.0%
49.06	0	5	0	5	0.0%
49.07	0	0	0	0	0.0%
49.08	8	26	0	26	325.0%
49.09	4	9	0	9	225.0%
49.1	13	17	0	17	130.8%
50.02	1	2	0	2	200.0%
52.01	5	6	0	6	120.0%
52.02	3	6	0	6	200.0%
52.04	18	37	0	37	205.6%
52.05	49	109	0	109	222.4%
53.01	28	51	0	51	182.1%
54.02	22	34	0	34	154.5%
54.03	7	20	0	20	285.7%
54.04	6	10	0	10	166.7%
55.02	58	114	0	114	196.6%
62.02	19	45	0	45	236.8%
63	6	14	0	14	233.3%
64	17	40	0	40	235.3%
65.01	3	8	0	8	266.7%
65.02	7	13	0	13	185.7%
66	3	14	0	14	466.7%
67.03	10	19	0	19	190.0%
67.04	7	9	0	9	128.6%
67.05	8	19	0	19	237.5%
67.06	0	9	0	9	0.0%
68.01	0	2	0	2	0.0%
68.02	9	12	0	12	133.3%
68.03	3	5	0	5	166.7%
69.01	21	36	0	36	171.4%
69.02	31	57	0	57	183.9%
70.01	18	42	0	42	233.3%
70.07	12	27	0	27	225.0%
70.1	3	17	0	17	566.7%
70.11	3	10	0	10	333.3%
70.12	8	12	0	12	150.0%
70.13	1	6	0	6	600.0%

Table B-14
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Infrequent Establishment Churn (2010-2019): City of Sacramento

Item	Total Infrequent Est. [1] 2010	CRITERIA C: Infrequent Establishment Churn 2010-2019			Infrequent Establishment Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
70.16	3	14	0	14	466.7%
70.17	1	6	0	6	600.0%
70.19	14	29	0	29	207.1%
70.2	4	10	0	10	250.0%
70.21	5	10	0	10	200.0%
70.22	0	5	0	5	0.0%
70.23	9	14	0	14	155.6%
70.24	6	14	0	14	233.3%
70.25	3	11	0	11	366.7%
70.26	1	2	0	2	200.0%
70.27	2	11	0	11	550.0%
70.28	8	20	0	20	250.0%
71.01	0	0	0	0	0.0%
71.03	9	26	0	26	288.9%
71.05	8	18	0	18	225.0%
71.06	7	25	0	25	357.1%
71.07	4	17	0	17	425.0%
71.08	1	10	0	10	1000.0%
71.09	5	7	0	7	140.0%
71.1	1	9	0	9	900.0%
71.11	1	5	0	5	500.0%
72.04	11	31	0	31	281.8%
74.13	1	5	0	5	500.0%
75.04	0	1	0	1	0.0%
92.01	67	136	0	136	203.0%
96.01	8	15	0	15	187.5%
96.08	7	19	1	20	285.7%
96.09	2	7	0	7	350.0%
96.1	5	8	0	8	160.0%
96.14	1	4	0	4	400.0%
96.33	0	1	0	1	0.0%
96.34	3	10	0	10	333.3%
96.4	5	11	0	11	220.0%
96.41	14	29	0	29	207.1%
99	0	0	0	0	0.0%
Total City of Sacramento	**1,286**	**2,749**	**1**	**2,750**	**213.8%**
Percentage of Total Est.	*4%*				

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] An infrequent establishment is defined as an establishment that is not shopped at often. This analysis uses the North American Industriy Classification System (NAICS) codes to define infrequent establishments, see Table B-19 for the complete list of Infrequent Establishment NAICS codes and their associated business type.

Table B-15
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2000-2009): Study Area

Item	Total Discretionary Est. [1] 2000	CRITERIA D: Discretionary Establishment Churn 2000-2009			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
Elmhurst					
6067001700	8	7	1	8	100.0%
6067001720	4	5	0	5	125.0%
Subtotal Elmhurst	**12**	**12**	**1**	**13**	**108.3%**
Oak Park					
6067001800	9	20	0	20	222.2%
6067002700	11	15	0	15	136.4%
6067002800	4	3	0	3	75.0%
6067003700	18	11	0	11	61.1%
Subtotal Oak Park	**42**	**49**	**0**	**49**	**116.7%**
Fruitridge Pocket					
6067004401	4	7	0	7	175.0%
6067004402	1	0	0	0	0.0%
Subtotal Fruitridge Pocket	**5**	**7**	**0**	**7**	**140.0%**
Tahoe & Colonial					
6067002900	18	16	0	16	88.9%
6067003010	7	4	0	4	57.1%
6067003020	23	26	0	26	113.0%
6067003101	2	2	0	2	100.0%
6067003102	12	9	0	9	75.0%
Subtotal Tahoe & Colonial	**62**	**57**	**0**	**57**	**91.9%**
Lemon Hill					
6067004602	5	44	0	44	880.0%
6067004603	1	3	0	3	300.0%
6067004604	3	2	0	2	66.7%
6067004702	1	0	0	0	0.0%
Subtotal Lemon Hill	**10**	**49**	**0**	**49**	**490.0%**
South of Fruitridge					
6067003202	25	25	0	25	100.0%
6067003203	1	1	0	1	100.0%
6067003204	3	7	0	7	233.3%
6067004801	9	9	0	9	100.0%
Subtotal South of Fruitridge	**38**	**42**	**0**	**42**	**110.5%**
Study Area	**169**	**216**	**1**	**217**	**128.4%**
Percentage of Total Est.	*11%*				

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] A discretionary establishment is defined as an optional spending for consumers establishment. This analysis uses the North American Industry Classification System (NAICS) codes to define discretionary establishments. See Table B-20 for the complete list of Discretionary Establishment NAICS codes and their associated business type.

Table B-16
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2010-2019): Study Area

Item	Total Discretionary Est. [1] 2010	CRITERIA D: Discretionary Establishment Churn 2010-2019			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
Elmhurst					
6067001700	10	19	0	19	190.0%
6067001720	8	14	0	14	175.0%
Subtotal Elmhurst	**18**	**33**	**0**	**33**	**183.3%**
Oak Park					
6067001800	9	27	0	27	300.0%
6067002700	14	33	0	33	235.7%
6067002800	8	20	0	20	250.0%
6067003700	26	46	0	46	176.9%
Subtotal Oak Park	**57**	**126**	**0**	**126**	**221.1%**
Fruitridge Pocket					
6067004401	9	13	0	13	144.4%
6067004402	1	3	0	3	300.0%
Subtotal Fruitridge Pocket	**10**	**16**	**0**	**16**	**160.0%**
Tahoe & Colonial					
6067002900	18	39	0	39	216.7%
6067003010	10	21	0	21	210.0%
6067003020	27	41	0	41	151.9%
6067003101	5	11	0	11	220.0%
6067003102	16	26	0	26	162.5%
Subtotal Tahoe & Colonial	**76**	**138**	**0**	**138**	**181.6%**
Lemon Hill					
6067004602	6	77	0	77	1283.3%
6067004603	1	3	0	3	300.0%
6067004604	2	5	0	5	250.0%
6067004702	5	7	0	7	140.0%
Subtotal Lemon Hill	**14**	**92**	**0**	**92**	**657.1%**
South of Fruitridge					
6067003202	29	42	0	42	144.8%
6067003203	2	3	0	3	150.0%
6067003204	8	25	0	25	312.5%
6067004801	16	31	0	31	193.8%
Subtotal South of Fruitridge	**55**	**101**	**0**	**101**	**183.6%**
Study Area	**230**	**506**	**0**	**506**	**220.0%**
Percent of Total Est.	*9%*				

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] A discretionary establishment is defined as an optional spending for consumers establishment. This analysis uses the North American Industry Classification System (NAICS) codes to define discretionary establishments. See Table B-20 for the complete list of Discretionary Establishment NAICS codes and their associated business type.

Table B-17
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2000-2009): City of Sacramento

Item	Total Discretionary Est. [1] 2000	CRITERIA D: Discretionary Establishment Churn 2000-2009			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
City of Sacramento					
1	6	8	0	8	133.3%
2	11	15	0	15	136.4%
3	7	4	0	4	57.1%
4	10	14	0	14	140.0%
5.01	8	7	0	7	87.5%
5.02	10	5	0	5	50.0%
6	7	12	0	12	171.4%
7	91	104	0	104	114.3%
8	5	14	0	14	280.0%
11.02	29	28	0	28	96.6%
11.03	67	108	0	108	161.2%
12.01	18	16	0	16	88.9%
12.02	1	5	0	5	500.0%
13	21	19	0	19	90.5%
14	60	51	0	51	85.0%
15	31	29	0	29	93.5%
16.01	55	53	0	53	96.4%
16.02	17	13	0	13	76.5%
17.01	8	7	1	8	100.0%
17.02	4	5	0	5	125.0%
18	9	20	0	20	222.2%
19	13	14	0	14	107.7%
20	25	24	0	24	96.0%
21	20	7	0	7	35.0%
22	8	11	0	11	137.5%
23	21	27	0	27	128.6%
24	15	13	0	13	86.7%
25	2	2	0	2	100.0%
26	12	10	0	10	83.3%
27	11	15	0	15	136.4%
28	4	3	0	3	75.0%
29	18	16	0	16	88.9%
30.01	7	4	0	4	57.1%
30.02	23	26	0	26	113.0%
31.01	2	2	0	2	100.0%
31.02	12	9	0	9	75.0%
32.02	25	25	0	25	100.0%
32.03	1	1	0	1	100.0%
32.04	3	7	0	7	233.3%
33	18	15	0	15	83.3%
34	26	19	0	19	73.1%
35.01	12	7	0	7	58.3%
35.02	24	15	0	15	62.5%
36	15	20	0	20	133.3%
37	18	11	0	11	61.1%
38	21	28	0	28	133.3%
39	8	5	0	5	62.5%
40.05	11	11	0	11	100.0%
40.06	7	5	0	5	71.4%
40.08	5	1	0	1	20.0%
40.11	5	4	0	4	80.0%
40.12	4	5	0	5	125.0%
40.13	8	1	0	1	12.5%
40.14	2	0	0	0	0.0%
40.15	11	6	0	6	54.5%
40.16	2	1	0	1	50.0%

Table B-17
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2000-2009): City of Sacramento

Item	Total Discretionary Est. [1] 2000	CRITERIA D: Discretionary Establishment Churn 2000-2009			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
40.17	12	10	0	10	83.3%
40.18	10	15	0	15	150.0%
40.19	2	3	0	3	150.0%
40.2	8	10	0	10	125.0%
41	5	7	0	7	140.0%
42.01	2	7	0	7	350.0%
42.02	6	6	0	6	100.0%
42.03	4	4	0	4	100.0%
43.01	4	3	0	3	75.0%
43.02	2	3	0	3	150.0%
44.01	4	7	0	7	175.0%
44.02	1	0	0	0	0.0%
45.01	11	14	0	14	127.3%
45.02	9	11	0	11	122.2%
46.02	5	44	0	44	880.0%
46.03	1	3	0	3	300.0%
46.04	3	2	0	2	66.7%
47.01	3	4	0	4	133.3%
47.02	1	0	0	0	0.0%
48.01	9	9	0	9	100.0%
48.02	2	0	0	0	0.0%
49.04	1	0	0	0	0.0%
49.06	1	3	0	3	300.0%
49.07	0	0	0	0	0.0%
49.08	4	7	0	7	175.0%
49.09	9	9	0	9	100.0%
49.1	37	41	0	41	110.8%
50.02	4	2	0	2	50.0%
52.01	5	4	0	4	80.0%
52.02	2	4	0	4	200.0%
52.04	17	22	0	22	129.4%
52.05	50	64	0	64	128.0%
53.01	26	34	0	34	130.8%
54.02	20	29	0	29	145.0%
54.03	4	14	0	14	350.0%
54.04	9	11	0	11	122.2%
55.02	90	90	0	90	100.0%
62.02	18	20	0	20	111.1%
63	15	26	0	26	173.3%
64	18	18	0	18	100.0%
65.01	11	15	0	15	136.4%
65.02	10	12	0	12	120.0%
66	7	5	0	5	71.4%
67.03	9	7	0	7	77.8%
67.04	2	2	0	2	100.0%
67.05	4	11	0	11	275.0%
67.06	2	2	0	2	100.0%
68.01	1	1	0	1	100.0%
68.02	13	9	0	9	69.2%
68.03	2	4	0	4	200.0%
69.01	27	25	0	25	92.6%
69.02	53	75	0	75	141.5%
70.01	20	24	0	24	120.0%
70.07	9	19	0	19	211.1%
70.1	6	10	0	10	166.7%
70.11	11	6	0	6	54.5%
70.12	9	16	0	16	177.8%
70.13	0	2	0	2	0.0%

Table B-17
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2000-2009): City of Sacramento

Item	Total Discretionary Est. [1] 2000	CRITERIA D: Discretionary Establishment Churn 2000-2009			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
70.16	1	1	0	1	100.0%
70.17	0	0	0	0	0.0%
70.19	8	10	0	10	125.0%
70.2	2	3	0	3	150.0%
70.21	5	3	0	3	60.0%
70.22	1	1	0	1	100.0%
70.23	6	6	0	6	100.0%
70.24	13	6	0	6	46.2%
70.25	2	3	0	3	150.0%
70.26	0	0	0	0	0.0%
70.27	0	4	0	4	0.0%
70.28	10	15	0	15	150.0%
71.01	1	1	0	1	100.0%
71.03	0	6	0	6	0.0%
71.05	3	1	0	1	33.3%
71.06	3	7	0	7	233.3%
71.07	1	5	0	5	500.0%
71.08	2	0	0	0	0.0%
71.09	5	2	0	2	40.0%
71.1	1	2	0	2	200.0%
71.11	2	9	0	9	450.0%
72.04	7	8	0	8	114.3%
74.13	1	0	0	0	0.0%
75.04	0	0	0	0	0.0%
92.01	36	47	0	47	130.6%
96.01	7	6	0	6	85.7%
96.08	3	4	0	4	133.3%
96.09	1	4	0	4	400.0%
96.1	2	6	0	6	300.0%
96.14	1	2	1	3	300.0%
96.33	1	3	0	3	300.0%
96.34	7	6	0	6	85.7%
96.4	5	6	0	6	120.0%
96.41	18	15	0	15	83.3%
99	0	0	0	0	0.0%
Total City of Sacramento	**1,679**	**1,904**	**2**	**1,906**	**113.5%**
	9%				

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology,Urban Displacement Project; EPS.

[1] A discretionary establishment is defined as an optional spending for consumers establishment. This analysis uses the North American Industry Classification System (NAICS) codes to define discretionary establishments. See Table B-20 for the complete list of Discretionary Establishment NAICS codes and their associated business type.

Table B-18
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2010-2019): City of Sacramento

Item	Total Discretionary Est. [1] 2010	CRITERIA D: Discretionary Establishment Churn 2010-2019			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
City of Sacramento					
1	8	22	0	22	275.0%
2	25	56	0	56	224.0%
3	12	24	0	24	200.0%
4	16	35	0	35	218.8%
5.01	6	20	0	20	333.3%
5.02	10	22	0	22	220.0%
6	2	21	0	21	1050.0%
7	84	141	0	141	167.9%
8	11	21	0	21	190.9%
11.02	38	75	0	75	197.4%
11.03	81	174	0	174	214.8%
12.01	16	38	0	38	237.5%
12.02	6	16	0	16	266.7%
13	24	45	0	45	187.5%
14	65	133	0	133	204.6%
15	34	84	0	84	247.1%
16.01	60	95	0	95	158.3%
16.02	20	34	0	34	170.0%
17.01	10	19	0	19	190.0%
17.02	8	14	0	14	175.0%
18	9	27	0	27	300.0%
19	20	47	0	47	235.0%
20	30	67	0	67	223.3%
21	21	37	0	37	176.2%
22	12	32	0	32	266.7%
23	21	42	0	42	200.0%
24	22	44	0	44	200.0%
25	3	7	0	7	233.3%
26	11	29	0	29	263.6%
27	14	33	0	33	235.7%
28	8	20	0	20	250.0%
29	18	39	0	39	216.7%
30.01	10	21	0	21	210.0%
30.02	27	41	0	41	151.9%
31.01	5	11	0	11	220.0%
31.02	16	26	0	26	162.5%
32.02	29	42	0	42	144.8%
32.03	2	3	0	3	150.0%
32.04	8	25	0	25	312.5%
33	19	40	0	40	210.5%
34	39	73	0	73	187.2%
35.01	20	41	0	41	205.0%
35.02	29	48	0	48	165.5%
36	22	40	0	40	181.8%
37	26	46	0	46	176.9%
38	14	35	0	35	250.0%
39	6	12	0	12	200.0%
40.05	14	38	0	38	271.4%
40.06	12	29	0	29	241.7%
40.08	1	10	0	10	1000.0%
40.11	8	25	0	25	312.5%
40.12	4	11	0	11	275.0%
40.13	13	25	0	25	192.3%
40.14	3	5	0	5	166.7%
40.15	10	26	0	26	260.0%
40.16	2	12	0	12	600.0%

Table B-18
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2010-2019): City of Sacramento

Item	Total Discretionary Est. [1] 2010	CRITERIA D: Discretionary Establishment Churn 2010-2019			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
40.17	14	30	0	30	214.3%
40.18	5	13	0	13	260.0%
40.19	2	10	0	10	500.0%
40.2	10	23	0	23	230.0%
41	10	25	0	25	250.0%
42.01	4	14	0	14	350.0%
42.02	12	29	0	29	241.7%
42.03	7	17	0	17	242.9%
43.01	6	11	0	11	183.3%
43.02	7	12	0	12	171.4%
44.01	9	13	0	13	144.4%
44.02	1	3	0	3	300.0%
45.01	12	28	0	28	233.3%
45.02	16	33	0	33	206.3%
46.02	6	77	0	77	1283.3%
46.03	1	3	0	3	300.0%
46.04	2	5	0	5	250.0%
47.01	1	4	0	4	400.0%
47.02	5	7	0	7	140.0%
48.01	16	31	0	31	193.8%
48.02	4	9	0	9	225.0%
49.04	2	2	0	2	100.0%
49.06	1	7	0	7	700.0%
49.07	0	1	0	1	0.0%
49.08	10	34	0	34	340.0%
49.09	11	22	0	22	200.0%
49.1	17	25	0	25	147.1%
50.02	4	6	0	6	150.0%
52.01	12	16	0	16	133.3%
52.02	4	12	0	12	300.0%
52.04	33	66	0	66	200.0%
52.05	56	133	0	133	237.5%
53.01	34	64	0	64	188.2%
54.02	32	59	0	59	184.4%
54.03	8	28	0	28	350.0%
54.04	11	19	0	19	172.7%
55.02	83	154	0	154	185.5%
62.02	21	51	0	51	242.9%
63	13	28	0	28	215.4%
64	22	53	0	53	240.9%
65.01	3	13	0	13	433.3%
65.02	9	18	0	18	200.0%
66	4	20	0	20	500.0%
67.03	17	29	0	29	170.6%
67.04	7	9	0	9	128.6%
67.05	7	19	0	19	271.4%
67.06	2	12	0	12	600.0%
68.01	2	5	0	5	250.0%
68.02	15	20	0	20	133.3%
68.03	3	7	0	7	233.3%
69.01	27	53	0	53	196.3%
69.02	37	73	0	73	197.3%
70.01	27	58	0	58	214.8%
70.07	14	35	0	35	250.0%
70.1	12	38	0	38	316.7%
70.11	14	25	0	25	178.6%
70.12	9	21	0	21	233.3%
70.13	2	11	0	11	550.0%

Table B-18
Commercial Displacement and Gentrification Risk Assessment
Stockton Boulevard
Discretionary Establishment Churn (2010-2019): City of Sacramento

Item	Total Discretionary Est. [1] 2010	CRITERIA D: Discretionary Establishment Churn 2010-2019			Discretionary Churn Rate
		Went out of Business	Moved Out of the Area	Total Churn	
Formula	*a*	*b*	*c*	*d = b+ c*	*e = d / a*
70.16	6	30	0	30	500.0%
70.17	1	11	0	11	1100.0%
70.19	34	67	0	67	197.1%
70.2	10	19	0	19	190.0%
70.21	6	12	0	12	200.0%
70.22	0	6	0	6	0.0%
70.23	10	17	0	17	170.0%
70.24	14	26	0	26	185.7%
70.25	4	20	0	20	500.0%
70.26	1	3	0	3	300.0%
70.27	11	31	0	31	281.8%
70.28	14	40	0	40	285.7%
71.01	0	0	0	0	0.0%
71.03	17	46	0	46	270.6%
71.05	8	22	0	22	275.0%
71.06	15	51	0	51	340.0%
71.07	7	30	0	30	428.6%
71.08	4	21	0	21	525.0%
71.09	9	20	0	20	222.2%
71.1	4	20	0	20	500.0%
71.11	5	12	0	12	240.0%
72.04	13	41	0	41	315.4%
74.13	1	5	0	5	500.0%
75.04	0	1	0	1	0.0%
92.01	72	150	0	150	208.3%
96.01	10	23	0	23	230.0%
96.08	16	39	2	41	256.3%
96.09	4	10	0	10	250.0%
96.1	13	20	0	20	153.8%
96.14	2	5	0	5	250.0%
96.33	0	3	0	3	0.0%
96.34	9	20	0	20	222.2%
96.4	7	16	0	16	228.6%
96.41	22	43	0	43	195.5%
99	0	0	0	0	0.0%
Total City of Sacramento	**2,148**	**4,721**	**2**	**4,723**	**219.9%**
	7%				

Source: 2019 National Establishment Time-Series (NETS) Database; Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

[1] A discretionary establishment is defined as an optional spending for consumers establishment. This analysis uses the North American Industry Classification System (NAICS) codes to define discretionary establishments. See Table B-20 for the complete list of Discretionary Establishment NAICS codes and their associated business type.

Table B-19
Stockton Boulevard
Commercial Displacement and Gentrification Risk Assessment
NAICS Codes Used for Identifying Infrequent Establishments

Item	Infrequent Establishments: Business Type
NAICS	
441110	New Car Dealers
441120	Used Car Dealers
441210	Recreational Vehicle Dealers
441221	Motorcycle, ATV, and Personal Watercraft Dealers
441222	Boat Dealers
441229	All Other Motor Vehicle Dealers
441310	Automotive Parts and Accessories Stores
441320	Tire Dealers
442110	Furniture Stores
442210	Floor Covering Stores
442291	Window Treatment Stores
442299	All Other Home Furnishing Stores
443111	Household Appliance Stores
443112	Radio, Television, and Other Electronics Stores
443120	Computer and Software Stores
443130	Camera and Photographic Supplies Stores
444110	Home Centers
444120	Paint and Wallpaper Stores
444130	Hardware Stores
444190	Other Building Material Dealers
444210	Outdoor Power Equipment Stores
444220	Nursery, Garden Center, and Farm Supply Stores
446199	All Other Health and Personal Care Stores
447190	Other Gasoline Stations
448310	Jewelry Stores
448320	Luggage and Leather Goods Stores
451110	Sporting Goods Stores
451120	Hobby, Toy and Game Stores
451130	Sewing, Needlework, and Piece Goods Stores
451140	Musical Instrument and Supplies Stores
453310	Used Merchandise Stores
453920	Art Dealers
453930	Manufactured (Mobile) Home Dealers
453991	Tobacco Stores
453998	All Other Miscellaneous Store Retailers (except Tobacco Stores)
541940	Veterinary Services
713120	Amusement Arcades
713950	Bowling Centers
812910	Pet Care (except Veterinary) Services

Source: Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Table B-20
Commercial Displacement and Gentrification Risk Assessment
192166 Commercial Gentrification 09-01-22 SA Comm Con.xlsx
NAICS Codes Used for Identifying Discretionary Establishments

Item	Discretionary Establishments: Business Type
NAICS	
441110	New Car Dealers
441120	Used Car Dealers
441210	Recreational Vehicle Dealers
441221	Motorcycle, ATV, and Personal Watercraft Dealers
441222	Boat Dealers
441229	All Other Motor Vehicle Dealers
441310	Automotive Parts and Accessories Stores
441320	Tire Dealers
442110	Furniture Stores
442210	Floor Covering Stores
442291	Window Treatment Stores
442299	All Other Home Furnishing Stores
443120	Computer and Software Stores
443130	Camera and Photographic Supplies Stores
444110	Home Centers
444120	Paint and Wallpaper Stores
444130	Hardware Stores
444190	Other Building Material Dealers
444210	Outdoor Power Equipment Stores
444220	Nursery, Garden Center, and Farm Supply Stores
445291	Baked Goods Stores
445292	Confectionery and Nut Stores
445299	All Other Specialty Food Stores
445310	Beer, Wine, and Liquor Stores
446120	Cosmetics, Beauty Supplies, and Perfume Stores
446191	Food (Health) Supplement Stores
447190	Other Gasoline Stations
448310	Jewelry Stores
448320	Luggage and Leather Goods Stores
451110	Sporting Goods Stores
451120	Hobby, Toy, and Game Stores
451130	Sewing, Needlework, and Piece Goods Stores
451140	Musical Instrument and Supplies Stores

Table B-20
Commercial Displacement and Gentrification Risk Assessment
192166 Commercial Gentrification 09-01-22 SA Comm Con.xlsx
NAICS Codes Used for Identifying Discretionary Establishments

Item	Discretionary Establishments: Business Type
NAICS	
451211	Book Stores
451212	News Dealers and Newsstands
451220	Prerecorded Tape, Compact Disc, and Record Stores
452111	Department Stores (Except Discount Department Stores)
452112	Discount Department Stores
453110	Florists
453210	Office Supplies and Stationery Stores
453220	Gift, Novelty, and Souvenir Stores
453310	Used Merchandise Stores
453910	Pet and Pet Supplies Stores
453920	Art Dealers
453930	Manufactured (Mobile) Home Dealers
453991	Tobacco Stores
453998	All Other Miscellaneous Store Retailers (Except Tobacco Stores)
532230	Video Tape and Disc Rental
541940	Veterinary Services
713120	Amusement Arcades
713940	Fitness and Recreational Sports Centers
713950	Bowling Centers
722110	Full-Service Restaurants
722211	Limited-Service Restaurants
722212	Cafeterias, Grill Buffets, and Buffets
722213	Snack and Nonalcoholic Beverage Bars
722410	Drinking Places (Alcoholic Beverages)
812113	Nail Salons
812199	Other Personal Care Services
812910	Pet Care (except Veterinary) Services

Source: Commercial Gentrification Analysis: Methodology, Urban Displacement Project; EPS.

Appendix D:

Infrastructure Report

DRAFT REPORT FOR THE

STOCKTON BOULEVARD PLAN UTILITY INFRASTRUCTURE

City Agreement #PRC000839

Lead Agency:

City of Sacramento
Community Development Department
Planning Division
300 Richards Boulevard, 3rd Floor
Sacramento, California 95811

Lead Agency Contact:

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Sacramento, CA 95814

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Project Consultant Contact:

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Allen Folks
Principal-in-Charge
916.732.3320

NV5
Jay F. Radke
Project Manager
916.641.9139

April 2022

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INTRODUCTION

This report is being prepared to support the Stockton Boulevard Plan, a specific plan and strategic neighborhood action plan (SNAP) aimed at transforming Stockton Blvd into a thriving corridor that expands opportunities for, and supports the cultures of, existing residents and small businesses while accommodating growth.

The Stockton Boulevard Plan (SBP) area encompasses approximately 458 acres of commercially zoned property along a 4.8 mile stretch of Stockton Boulevard from Alhambra Boulevard to the southern City boundary. The preliminary Stockton Boulevard SNAP Area generally includes neighborhoods within one mile of the Stockton Boulevard corridor, south of U.S. Highway 50, east of U.S. Highway 99, and north of 65th Avenue, and the City boundary. This Existing Utility Infrastructure report for the Stockton Boulevard Plan is limited to the immediate area of the corridor.

For purpose of planning the SBP area has been divided into five districts along the corridor. On the northerly end of the SBP is the Entry to Midtown (EM) district. Next along the corridor is the Medical Center Campus (MCC) district followed by the Traditional Neighborhoods Commercial Storefronts (TNCS) district, then the Community Commercial Center (CCC) district, and lastly the Little Saigon (LS) district. There are six Pipeline Projects located within the SBP area that currently have submitted a development entitlement application with the City Planning Department. There are an additional 33 proposed Opportunity Sites that have been identified as being likely to redevelop. Each of these total 39 sites are identified with a specific identification number by district.

The redevelopment of the existing land uses for the Pipeline Projects and Opportunity Sites is anticipated to bring an additional 4,077 residential dwelling units (du) ranging in density between 18.5 to 95 dwelling units per acre (du/ac) together with 372,115 square feet (sf) of commercial uses to the SBP area. A complete land use and development assumption summary together with a comparison of the existing and planned potential land uses contained in Appendix A.

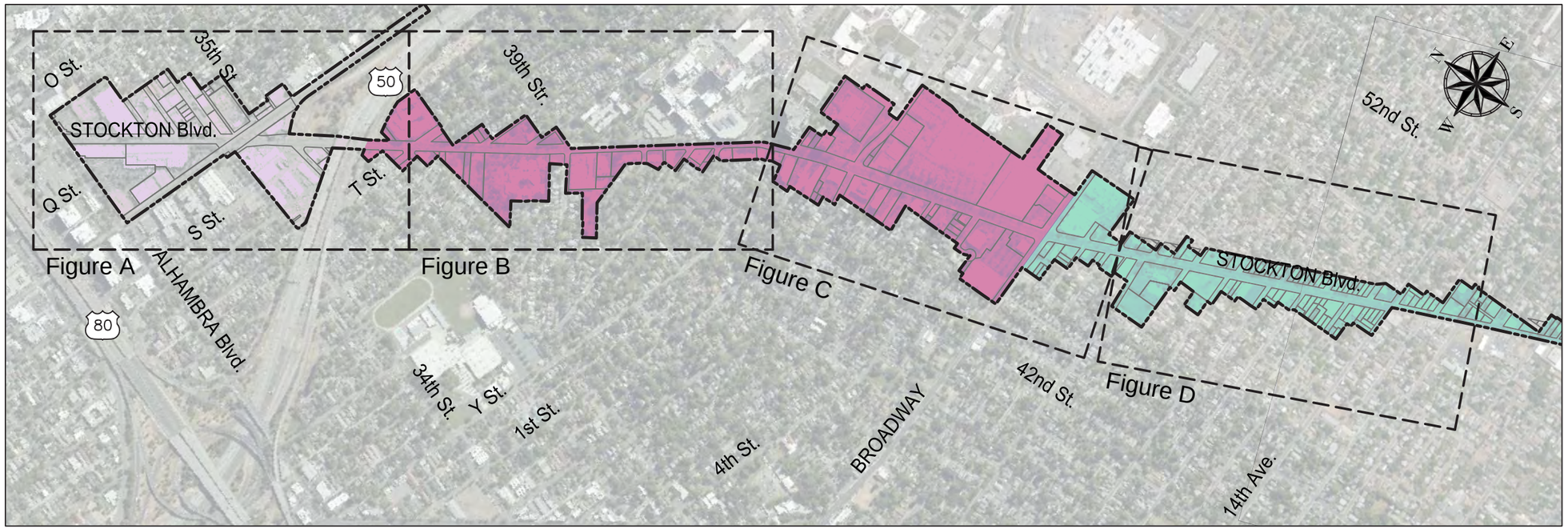
This Existing Utility Infrastructure report is the first step in understanding any known infrastructure deficiencies in the plan area. This analysis is a preliminary engineering, planning level effort that will ultimately aid the City and developers in creating a development fee structure to share the costs of improvements, attracting development funding assistance, and provide potential developers with information to evaluate their probable infrastructure costs.

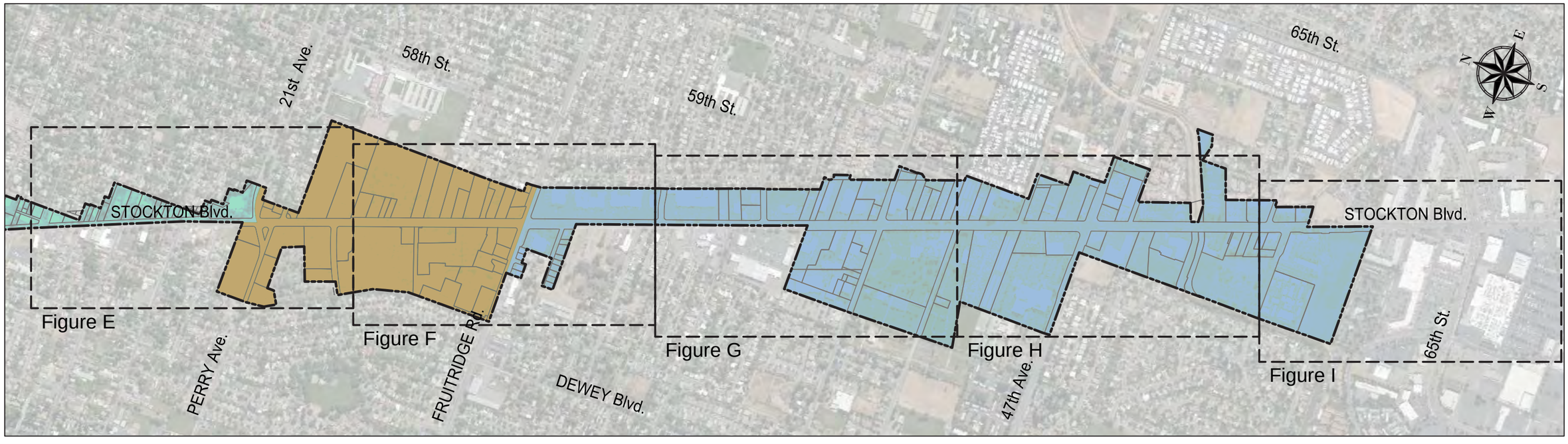
The area is served by the City of Sacramento for sanitary sewer and storm drainage together with the Sacramento Area Sewer District (SASD) for sanitary sewer. The northerly portion of the SBP area north of 14th Avenue is served by the City's Combined Sewer System (CSS) for both sanitary sewer and stormwater collection. This legacy system generally works well except during heavy rainfall storm events. The southerly portion of the SBP area south of 14th Avenue is served by the City for storm drainage and the SASD for sanitary sewer.

The area is also served by the City of Sacramento for water supply and distribution. The City has sufficient water supply for development consistent with the growth assumptions envisioned by the City's General Plan. While the existing water system in the Stockton Boulevard Plan is generally adequate, strategic upgrades may be required to serve proposed growth. Future development will most likely be required to upgrade the existing water main grid to provide adequate water for both domestic and fire suppression needs.

The area is served by the Sacramento Municipal Utility District (SMUD) for electrical, PG&E for natural gas, and a combination of AT&T & Comcast for telecommunications services. The majority of the SBP area is served with overhead utility lines. These lines are expected to remain in place.

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XREFS:





April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 1 KEY MAP

LEGEND

- SBP Boundary
- Entry to Midtown (EM)
- Medical Center Campus (MCC)
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Community Commercial Center (CCC)
- Little Saigon (LS)

0 1000' 2000'

N|V|5

CITY OF SACRAMENTO FOUNDED IN 1849

WASTEWATER & STORM DRAINAGE

General Information

The Stockton Boulevard Plan (SBP) is served by the Combined Sewer System (CSS) in the northerly half of the area northerly of 14th Avenue. The southerly half of the SBP area is served by collection systems conveying storm drainage and sanitary sewer flows separately.

The CSS is the legacy storm drain and sanitary sewer system that conveys both stormwater and sanitary sewer flows. It encompasses approximately 7,500 acres of the Downtown, East Sacramento, and Land Park areas. Another 3,700 acres including the River Park, California State University, and eastern Sacramento areas utilize the system for sanitary sewer only. The City discontinued constructing combined sewer and storm systems in 1946, although continued connections to the existing CSS were allowed.

There are several small drainage basins in the separated southerly half of the SBP area including Basins 5, 8, 19, 96, 147, G258, and G263. These basins generally discharge through pumped system directly or indirectly into Morrison Creek which flows east to west through the SBP area just south of 47th Avenue. Morrison Creek is an urbanized drainage channel that is an important tributary of the Sacramento River and part of the Sacramento flood control system. Lake House Acres Creek is a tributary to Morrison Creek that is located at the southerly boundary of the City Limits and the SBP boundary. To the east of Stockton Boulevard the creek is an urbanized channel while to the west it is a piped drainage system in a large 120” diameter pipeline.

The southerly half of the SBP area is served by the Sacramento Area Sewer District (SASD). The SASD provides service to 1.2 million people in the Sacramento region including the unincorporated areas of Sacramento County, the cities of Citrus Heights, Rancho Cordova, and Elk Grove; portions of the cities of Folsom and Sacramento, and the communities of Courtland, and Walnut Grove.

The implementation of the sewer and storm drainage improvements necessary to serve a specific project site is typically the responsibility of future developers. City policy is to require the developer to construct any infrastructure necessary to support the project in question without compromising service to the project area. A project specific sanitary sewer and storm drainage studies will be required for any future development. If the existing sanitary sewer and/or storm drainage systems are sufficient to meet the project needs and are not deficient and meet current City standards, no infrastructure upgrades are necessary. If the existing infrastructure is found to be insufficient or deficient or does not meet current City standards for the project’s needs, the developer is required to construct necessary infrastructure improvements.

Combined Sewer System

The CSS is a collection system of pipes that convey both sanitary sewage and stormwater in a single pipeline. The piping system is greatly oversized for the sanitary sewer component, but inadequate for the City’s current storm drainage design standard of 10-year capacity.

In 2014, the Combined Sewer System Improvement Plan (CSSIP) Update Report was completed which identified several storage improvement projects that would help alleviate outflows and flooding in the CSS area during a 10-year storm event and prevent structure flooding (as well as outflows) during the 100-year event. Outflows happen when surcharges to the CSS flow onto the streets. Outflows can occur during a heavy rain event, such as a 10-year storm event, when the collection system has reached maximum capacity.

On August 14, 2020, the California Regional Water Quality Control Board, Central Valley Region (Regional Board) issued the City's Waste Discharge Requirements for the City's Combined Wastewater Collection and Treatment System (Order R5-2020-0039) (Order). Among other items, the Order requires the City to update its Long-Term Control Program (LTCP) and continue implementation of the updated CSSIP. The LTCP has identified the most effective storage improvement projects form the CSSIP. The LTCP uses the adaptive management strategy and starts with implementation of the top 20 percent of prioritized projects form the CSSIP.

The Order also states that the City shall continue to implement the LTCP to manage the flow capacity of the CSS to minimize Combined Sewer Overflows (CSOs) and CSS outflows as new development and redevelopment projects are implemented throughout the CSS service area that have the potential to increase combined sewer system flows. The City shall implement measures to the maximum extent practicable to ensure that new flows from growth within the CSS service area do not result in an increase in CSOs or CSS outflows or reduce the overall percentage of flow routed to the Sacramento Regional Wastewater Treatment Plant. CSOs are untreated and treated flows that discharge to the Sacramento River via Sump 2, Sump 1, Combined Wastewater Treatment Plant (CWTP), or Pioneer Reservoir Treatment Plant (Pioneer).

Currently all flows into the CSS are conveyed westerly to two pumping stations (Sump 2 and 1/1A) located on the Sacramento River. For secondary treatment and disinfection of the flow, the City has a Memorandum of Understanding with the Sacramento Regional Wastewater Treatment Plant (SRWTP) to convey 60 million gallons per day (mgd). This treatment capacity is currently sufficient for dry weather flows and small storm events.

During heavy storms where the capacity is exceeded, the CWTP at South Land Park Drive and 35th Avenue is utilized to provide primary treatment of an additional 130 mgd. Excess flows from SRWTP and CWTP are diverted to Pioneer which can provide primary treatment of 250 mgd and flow capacity of up to 500 mgd depending on the river stage. When all three treatment facilities (SRWTP, CWTP, and Pioneer) have exceeded their treatment capacity of 440 mgd, excess flows may be directly discharged into the Sacramento River without treatment via Sump 2. Sump 1 also has the ability to discharge flows directly to the river.

The City adopted the Combined Sewer Development Fee (City Code 13.08.490) which is an impact mitigation fee that requires mitigation of any increase in wastewater flows over the present level. If a proposed development project is determined to have an impact on the CSS, an acceptable mitigation plan is required by the City. The current CSS Development Fee (effective 7/1/2021) is $151.36 per Equivalent Single-Family Dwelling (ESD) for up to 25 ESD and $3,777.20 per ESD for more than 25 ESDs. The payment of the fees mitigates the project's sewer impacts.

To address the stormwater runoff impacts from a proposed Project within the CSS, the City will consider the following approaches:

1. Pay the proposed CSS drainage impact fee. Contact DOU for current fees. An agreement establishing Project fee shall be required prior to adoption of the impact fee,

2. Directly mitigate the impacts utilizing low impact development BMPs per section 9.4.12,

3. Directly mitigate the impacts via public and/or private storage and other measures in accordance with Section 11 and the Onsite Design Manual. The setup of hydraulic models shall be in accordance with the CSS model user guide. Prior to hydraulic modeling, the Designer shall schedule a meeting with the DOU to review the Project, the modeling parameters, and discuss possible drainage solutions,

4. At the City's discretion, the Project can share in a City sponsored Project that improves the system in the area that can be upsized to incorporate mitigation of the Project. A separate cost sharing agreement shall be executed for this option.

Sacramento Area Sewer District

The Sacramento Area Sewer District (SASD) levies a Sewer Impact Fee for any parcel connecting to the sewer system for the first time. Incremental sewer impact fees may also be due when a parcel size or use changes. These fees ensure that the capital costs invested by the public utilities in building the sewer system infrastructure are fairly distributed among and shared by all users.

The SBP area south of 14th Avenue is served by SASD for sanitary sewer. This portion of the SASD system is designated as a part of the Relief Area. The SASD Sewer Impact Fee for the Relief Area currently (effective 7/1/2021) is calculated by multiplying the project parcel net acreage by $4,664 for Single-Family Residential, Multi-Family Residential, and Commercial Users.

Sacramento Regional County Sanitation District

The Sacramento Regional County Sanitation District (Regional San) levies a Facility Impact Fee associated with the sanitary sewer system. This fee pays for planning, designing, construction, and other related costs for wastewater conveyance, treatment, and disposal facilities for system expansion.

The Regional San Facility Impact Fee currently (effective 7/1/2019) is calculated by multiplying the ESDs generated by the development by the fee of $3,602 per ESD for infill single-family projects and $2,701 per unit for multi-family projects. It is possible in certain cases to receive a credit of 1 ESD per parcel as credit for previously paid fees. Sacramento County (County) policy determines when the credit is allowed. The County has published the method of calculating the ESDs for the different types of development. Additional information is available online at http://www.regionalsan.com.

Existing Conditions

Combined Sewer System

In the SBP area northerly of US Highway 50, the CSS collection system generally flows westerly towards downtown with a large 66" pipeline located in Alhambra Boulevard that flows to the south out of the SBP area. Caltrans owns and operates a storm drainage collection system in the area of the US Highway 50 interchange with a 48-inch storm drainage pipeline along the south edge of the highway.

South of US Highway 50, the CSS generally collects the drainage and sewer flows in smaller 8-inch to 12-inch pipelines located in the street which then increase in size to larger collector pipelines 15-inch to as large as 30-inch and connect to larger diameter pipelines that generally convey the combined flows to the west out of the SBP area. There is a 63-inch pipeline at Sherman Way, a 45-inch and a 66-inch pipelines at Broadway, and a 48-inch pipeline at 13th Avenue.

Combined Sewer System Improvement Plan (CSSIP)

The current CSSIP identifies three projects within or directly adjacent to the SBP 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 LTCP that may create projects in addition to the three listed above.

Separated Storm Drainage System

The SBP area to the south of 14th Avenue to 20th Avenue is served by a separated storm drain system that flow to the CSS. There are several small drainage basins in the separated southerly half of the SBP area including Basins 5, 8, 19, 96, 147, G258, and G263. The area between Fruitridge Road and 47th Avenue is collected and discharge into the County of Sacramento system to the west. Sump 19 gravity flows to Sump 96, but pumps to the CSS during large storm events.

The collection pipelines in the separated storm drainage system generally range in size from 8-inch to 15-inch with larger collector pipelines ranging in size from 18-inch to 36-inch. The pipelines generally follow the roadway alignment sometimes on both side of the road. Development within the SBP area will require the upsizing of the smaller drain lines and inlet leads to a minimum of 12-inch to 15- inch diameter and also replace drainage inlets if they do not meet the current City standards.

Separated Sanitary Sewer System

In the SBP area to the south of 14th Avenue is served by a separated sanitary sewer system served by the Sacramento Area Sewer District (SASD). The collection pipelines in the separated sanitary sewer system generally range in size from 6-inch to 12-inch with larger trunk pipelines ranging in size from 15-inch to 42-inch. The pipelines generally follow the roadway alignment sometimes on both side of the road.

There is a 24-inch sewer pipeline located in Fruitridge Road. The collection system has numerous locations where the pipelines enter and leave the SBP boundary along the alignment of Stockton Boulevard.

Stormwater Quality

The City adopted the Stormwater Quality Design Manual (SQDM) for the Sacramento Region (July 2018), a joint effort of the communities in the greater Sacramento region. This comprehensive manual outlines a consistent set of stormwater quality management design standards for many new and redevelopment and public improvement projects in the urbanized parts of Sacramento County. It provides planning and design tools for use by planners, architects, landscape architects, engineers, and environmental professionals. The manual outlines planning tools and requirements to reduce urban runoff pollution to the maximum extent practicable (MEP) from new development and redevelopment projects. The SQDM uses locally-adapted information for design and selection of five categories of stormwater quality control measures: source control, hydromodification control, low impact development control, treatment control, and full capture trash control. Per the requirements, multi-family and commercial projects exceeding 1 acre or more of impervious surfaces are required to implement the first four categories, while projects less than one acre are only required to implement source control. Full capture trash control is required for all multi-family residential projects with a density greater than 10 dwelling units per acre and commercial projects were the primary activities involve the sale or transfer of goods or services to consumers.

The southerly portion of the SBP area is subject to the requirements of the SQDM only for those areas located with a separated storm drainage system outside of the CSS. All projects that result in creating or redeveloping 1 acre or more of impervious surface areas will be required to comply with the stormwater

quality measures outlined in the SQMD. These measures may include treatment measures such as bioretention planters, bioswales, stormwater treatment vaults, green roofs, etc. – either used as a single treatment or as a combination of several measures. Developers are urged to discuss their project with the Stormwater Quality Section of the City DOU while in the planning stages so that proper permanent post-construction stormwater quality treatment measures can be effectively implemented into the project. A small portion of the southerly area of the SBP will be required to comply with applicable Hydromodification Management Plan (HMP) requirements. This includes the SBP areas within drainage basins 147 and G258.

The northerly portion of the SBP area is located within the CSS, which is under separate permit regulations for stormwater discharges. The stormwater flows from the CSS are treated at the SRWTP, CWTP, and the Pioneer treatment facilities. Therefore, projects within the CSS are not required to have additional stormwater quality control measures.

Proposed Conditions

Anticipated future development in the SBP area is expected to increase sanitary sewer flows due to increases in development density for residential and non-residential uses. The Pipeline Projects and Opportunity Sites in this SBP study are estimated to contain a total of 4,077 new multi-family residential units and approximately 372,115 square feet of new non-residential development. This will affect the existing sewer systems.

Since the majority of the sites are previously developed with highly impervious surfaces (i.e. roof tops, larking lots, sidewalks, etc.), the stormwater runoff flows from the projects are not anticipate to increase with the new development. However, each redevelopment site will need to be evaluated on an individual basis to ensure there is no increase in the stormwater runoff. Any increase will need to be mitigated as described in the General Information section above.

The City of Sacramento Design and Procedures Manual contains standards for sewer generation rates (Section 9 – Sanitary Sewer Design Standards dated 7/24/18), average daily flow rates, and factors for residential and non-residential uses. The standard for sewer generation is 310 gallons per day (gpd) per ESD.

A factor of 0.75 Equivalent Single Family Dwelling Unit (ESD) per residential unit was selected based on the multi-family nature of the residential. This factor when multiplied by 310 gallons per day (gpd) per ESD yields a sewer generation rate of 232.5 gpd per residential unit. For the non-residential uses, a factor of 0.5 ESDs per 1,000 gross square feet is used as an average for anticipated uses.

Given the anticipated development of 4,077 new multi-family dwellings units and 372,115 square feet of new non-residential development in the SBP area and using the ESD factors stated above, this equates to 3,244 ESDs (= 0.75 x 4,077 units + 0.5/1000 x 372,1155 s.f.). The anticipated increase in the residential Average Dry Weather Flow (ADWF) based on 310 gpd per ESD is 1.01 mgd (= 3,244 ESDs x 310 gpd/ESD / 1,000,000 gals per million).

The majority of Pipeline Projects and Opportunity Sites are previously developed parcels with highly impervious structures and/or pavements. However, several of the parcels are now vacant. Current DOU policy requires developers to mitigate increased impervious surface areas from project sites. Credits for existing imperviousness may be given if it is located on the property within three years or less.

Implementation of storm drainage improvements necessary to serve a specific project site is typically the responsibility of future developers. City policy requires the developer to construct any infrastructure necessary to support the project in question. A project specific storm drainage study is required for any future development. If the existing storm drainage system is sufficient to meet the project needs and are not deficient and meet current City standards, no infrastructure upgrades are necessary. If the existing

infrastructure is found to be insufficient for the project's needs or deficient or does not meet current City standards, the developer is required to construct necessary infrastructure improvements.

Recommended System Improvements:

The anticipated development is spread out along the approximately 4.8 mile Stockton Boulevard corridor. The majority of the anticipated development is within the southerly area of the SBP area in the Community Commercial Center and Little Saigon districts.

The SBP area north of 14th Avenue is well served by the existing CSS collection system. The existing collection mains within the SBP 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 CSS system. Each development project will be required to mitigate any impacts to the CSS. There are three CSSIP projects that have currently been identified within or directly adjacent to the SBP 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 LTCP that may create projects in addition to the three listed above.

The SBP area south of 14th Avenue is also well served by the existing SASD collection system. The existing collection mains within the SBP 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.

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2A Wastewater & Storm Drainage

LEGEND

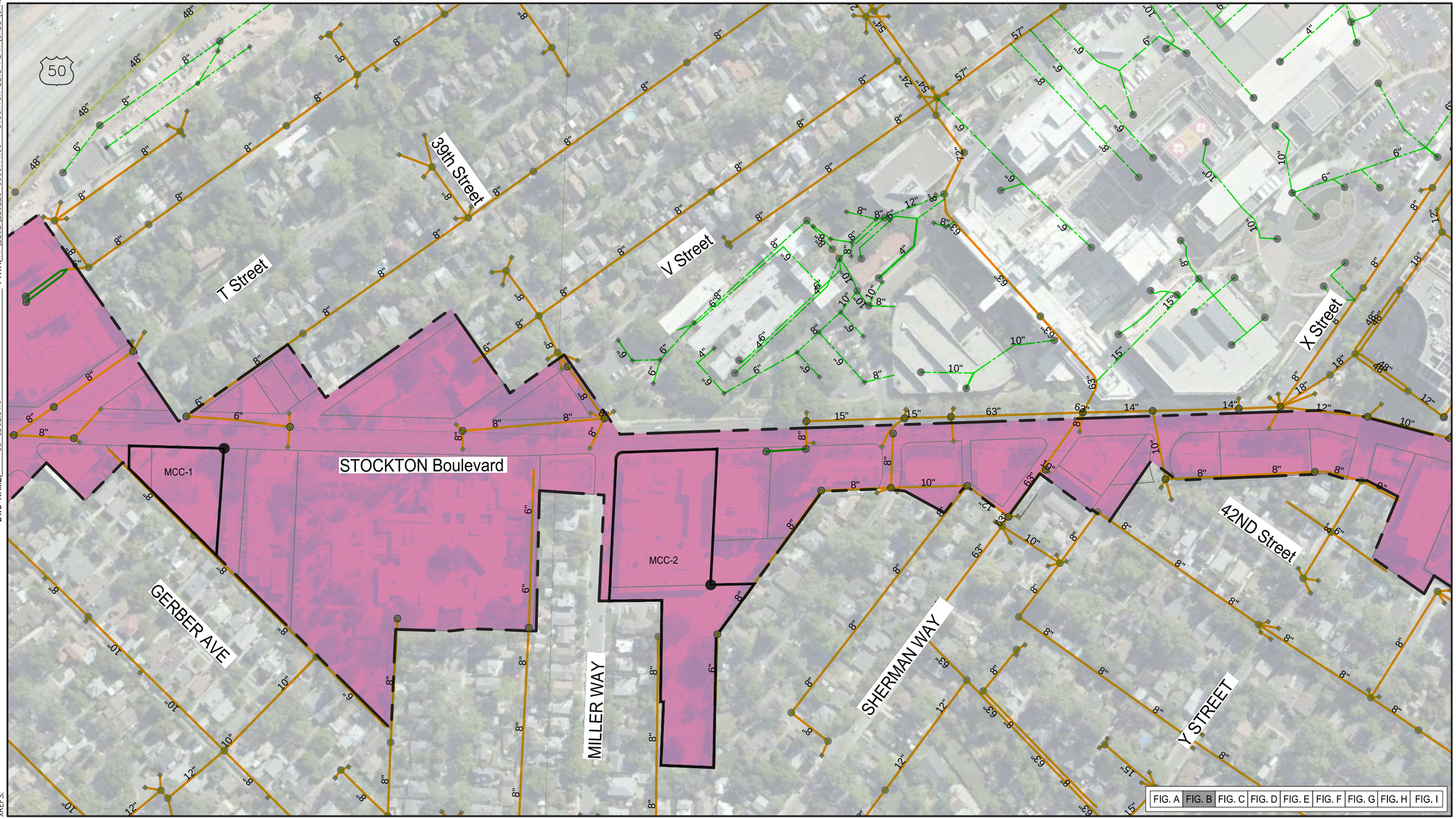
- Opportunity Areas
- Entry to Midtown (EM)
- Medical Center Campus (MCC)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2B Wastewater & Storm Drainage

LEGEND

- Opportunity Areas
- Medical Center Campus (MCC)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

N V E W S

0 200' 400'

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CITY OF SACRAMENTO FOUNDED IN 1849

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Y STREET
STOCKTON Boulevard
BROADWAY
7TH AVE
MCC-4
MCC-3
MCC-5
TNCS-1
TNCS-2
2ND AVE
43RD STREET
3RD AVE
4TH AVE
42ND STREET
SAN DIEGO WAY

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2C Wastewater & Storm Drainage

LEGEND

- Opportunity Areas
- Pipeline Project
- Medical Center Campus (MCC)
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

N E S W

0 200' 400'

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XREFS:

STOCKTON Boulevard

8TH AVE
10TH AVE
11TH AVE
12TH AVE
14TH AVE
16TH AVE
45TH STREET
46TH STREET
50TH STREET

TNCS-3
TNCS-4
TNCS-5
TNCS-6
TNCS-7
TNCS-8
TNCS-9
TNCS-10
TNCS-11
TNCS-12

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2D Wastewater & Storm Drainage

LEGEND

- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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53RD STREET
52ND STREET
49TH STREET
48TH STREET
18TH AVE
20TH AVE
22ND AVE
SAN FRANCISCO BLVD
STOCKTON Boulevard
YOSEMITE AVE
PARKER AVE
ROOSEVELT AVE
BAKER AVE
TNCS-12
TNCS-13
CCC-1
CCC-2
CCC-3

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2E Wastewater & Storm Drainage

LEGEND

- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods
- Commercial Storefront (TNCS)
- Community Commercial Center (CCC)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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XREFS:

55TH STREET
S219 FRUITRIDGE CENTER PUMP STATION
VELMA WAY
55TH STREET
CCC-4
STOCKTON Boulevard
LS-1
49TH STREET
FRUITRIDGE RD
YOUNG STREET
SOUTHWEST AVE

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2F Wastewater & Storm Drainage

LEGEND

- Opportunity Areas
- Pipeline Project
- Community Commercial Center (CCC)
- Little Saigon (LS)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

0 200' 400'

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55TH STREET
McMAHON DR
LEMON HILL AVE
STOCKTON Boulevard
GORDON DR
37TH AVE
KELLY WAY
38TH AVE
EL PARAISO AVE
LS-2
LS-3
LS-4
LS-5

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2G Wastewater & Storm Drainage

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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KEVIN.DEPFYFFER

DIAS AVE
48TH AVE
47TH AVE
STOCKTON Boulevard
DALLAS WAY
WIRE DRIVE
BURDETT WAY
JIMOLENE DR
RIZA AVE
LS-5
LS-6
LS-7
LS-8
LS-10
LS-11
LS-12
LS-13
LS-14

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2H Wastewater & Storm Drainage

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Sanitary Sewer
- Sanitary Sewer County
- CSS
- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

N E S W

0 200' 400'

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CITY OF SACRAMENTO · FOUNDED IN 1849 ·

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STOCKTON Boulevard

65TH ST

RIZA AVE

LS-15

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 2I Wastewater & Storm Drainage

LEGEND

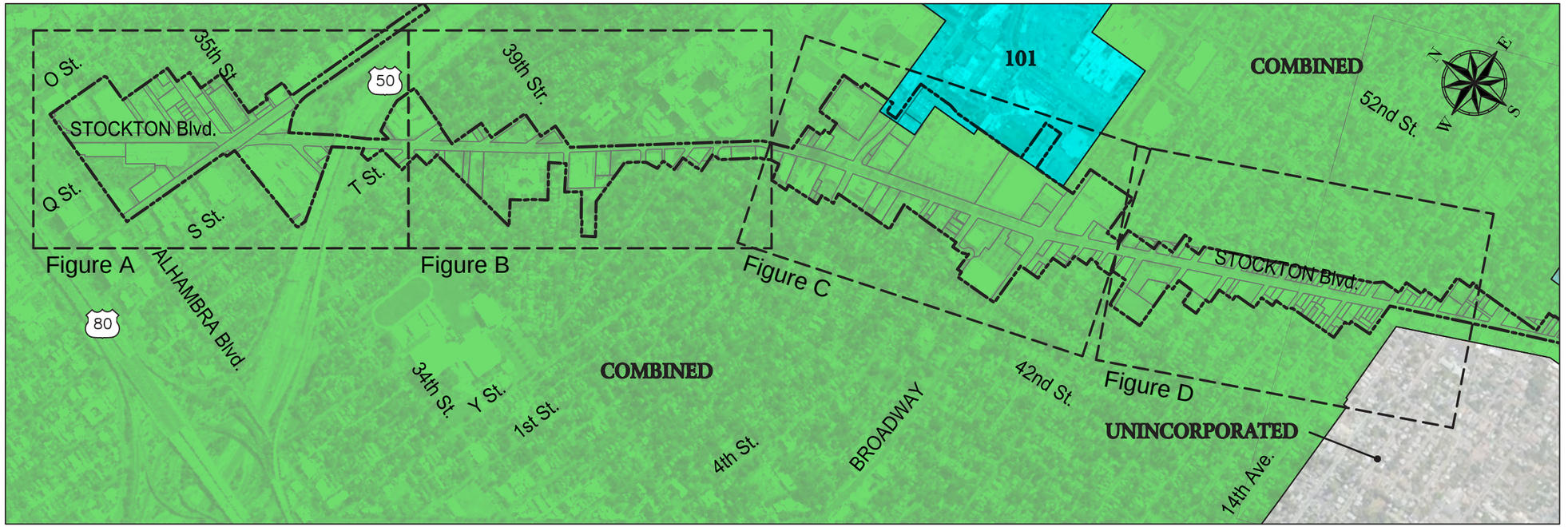
- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
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- CSS County
- CSS Private
- Storm Drain
- Storm Drain County
- Storm Drain Private
- Storm Drain Caltrans
- SBP Boundary

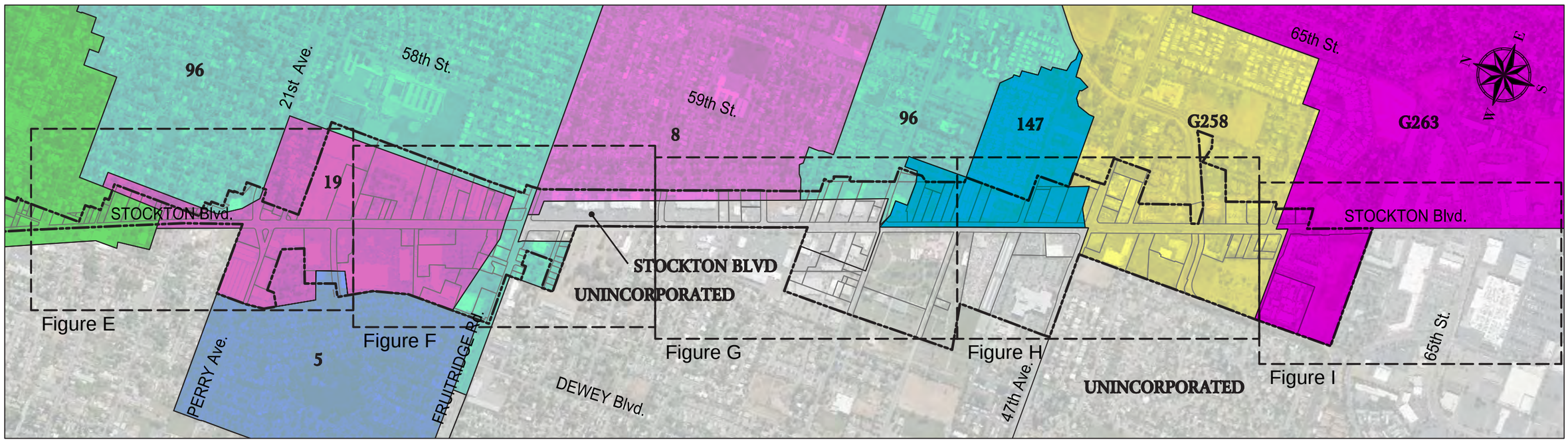
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April 2022

Stockton Boulevard Plan - Infrastructure Analysis

Figure 2J STORM DRAIN BASINS

LEGEND

51 8 142 Drainage Basins

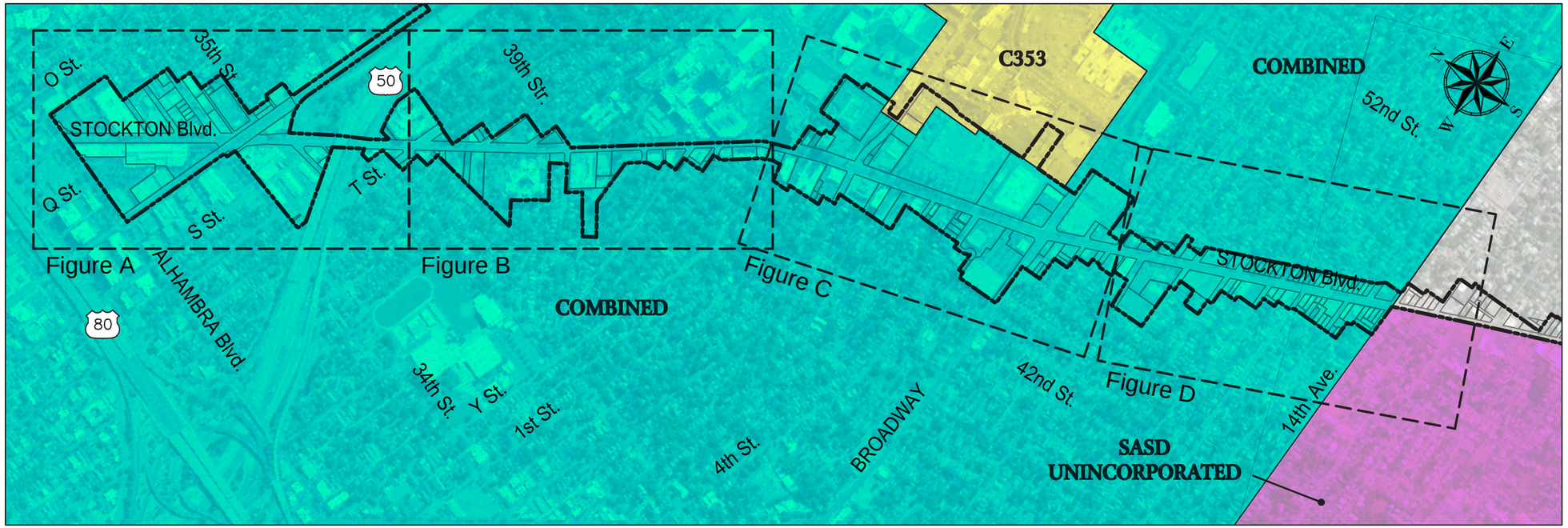
SBP Boundary

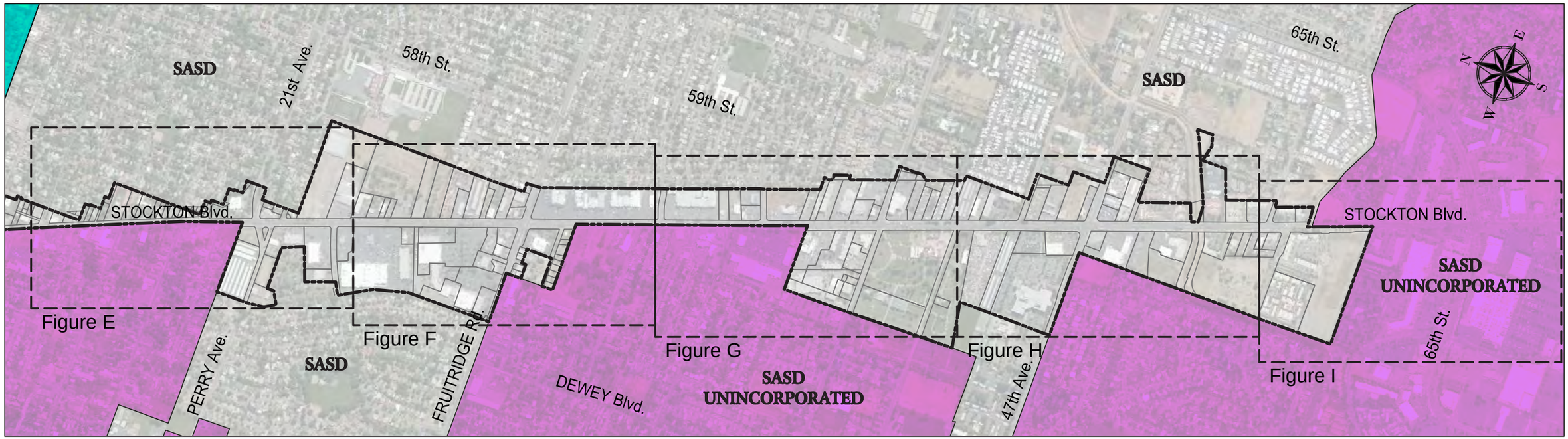
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April 2022

Stockton Boulevard Plan - Infrastructure Analysis

Figure 2K SANITARY SEWER BASINS

LEGEND

- Sewer Basin Combined
- C353 Sewer Basin C353
- Sewer Basin SASD Unincoporated
- SASD Sewer Basin SASD
- SBP Boundary

0 1000' 2000'

NV5

CITY OF SACRAMENTO FOUNDED IN 1849

WATER SUPPLY

General Information

The City provides domestic water to the SBP area. The City utilizes both surface water and groundwater to meet the water demands. The City treats surface water diverted from the Sacramento River and American River through the Sacramento River Water Treatment Plant (SRWTP) and the E.A. Fairbairn Water Treatment Plant (FWTP), respectively. Additionally, the City extracts groundwater from both the North Sacramento and Central Sacramento basins. The current reliable water production capacity is approximately 280 mgd.

Sacramento River Water Treatment Plant: The SRWTP began operation in 1924 with an initial capacity of 32 mgd and treats water diverted from the Sacramento River approximately one-half mile downstream of the confluence of the American River. A new water intake structure, located approximately 700 feet downstream of the old intake structure, was completed in 2003. Other expansions and modifications completed by the City since the 1920s increased the treatment plant design capacity to 160 mgd. The most recent project was completed in 2016, which replaced many of the older facilities at the SRWTP in order maintain the 160 mgd capacity into the foreseeable future.

E.A. Fairbairn Water Treatment Plant: The FWTP is located adjacent the American River approximately seven miles upstream with the Sacramento River. The FWTP began operation in 1964 and has a current diversion limit of 200 mgd following an expansion completed in 2005. Currently, the California Department of Public Health (CDPH) has permitted a capacity of 160 mgd. However, the amount of water diverted is further limited by the so-called Hodge Flow Criteria which restricts diversions from the FWTP under certain low river flow conditions. Hodge conditions have historically occurred about 50% of the time, and can be present in any month of the year. During the time of peak demand, most often in June, July, or August, the Hodge Flow Criteria could limit the diversion rate at the FWTP to 100 mgd. As a result of this constraint, sufficient pipe capacity to move the 160 mgd into the distribution system has not been constructed. The current facility is physically constrained to approximately 130 mgd, when Hodge is not triggered.

Groundwater Wells: The City currently operates 27 municipal groundwater supply wells; 25 wells are located in the northern portion of the City, north of the American River, while the remaining two are located south of the American River. The total pumping capacity of the City's municipal supply wells is approximately 20 mgd, assuming 90% of the production capacity is available. The City has recently completed a well rehabilitation program that improved capacity at a number of existing wells. Overall, the groundwater facilities operated by the City are known to be at or near the end of useful life, and the City is currently preparing a groundwater master plan to help determine the direction and anticipated future capacity of the collective groundwater facilities. The City is nearing completion on two new wells in the southern portion of the system at Shasta Park. The projects are anticipated to supply potable water by 2019-2020. The City anticipates the groundwater pumping capacity to increase to approximately 25 mgd after the activation of the rehabilitated wells and completion of the new groundwater wells.

Distributed Storage: The City maintains eleven enclosed distributed water storage reservoirs together with a total capacity of 45 million gallons (MG). This water is used to meet the water demand for fire flows, emergencies, and peak hours where demands exceed the maximum day supply rates. A new 4 MG distribution storage tank at the Shasta Park Site in the southern portion of the City is anticipated to be completed in 2019-2020, which will increase the total storage to 49 MG. In addition to the reservoirs, the SRWTP and FWTP together maintain a combined on-site storage of over 44 MG.

The City operates pumping facilities throughout the area. There are high lift service pumps at the SRWTP and FWTP to move the treated water from the facility reservoirs into the distribution system. The City also maintains pumping facilities at ten of the City's storage reservoirs. These pump stations are of varying sizes and capacities.

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 utilized for water services. Water transmission mains are larger pipelines utilized to convey water to the distribution mains.

It is City policy to only utilize the water distribution mains for water services, fire services, and fire hydrants. These pipes are typically 4-inches to 12-inches in diameter. These pipes may be tapped only with the approval of the City DOU. Considering each service tap is a potential weakening of the water main, the City currently has the policy to restrict the installation of service taps until after a project has been reviewed and approved by the City. This is to restrict the number of taps to the mains to those that are in the ultimate location per an approved development plan. This reduces the number of service taps that are abandoned due to changes in the development plans.

Transmission mains are 14-inches and larger in diameter. They are used to convey large volumes of water from the treatment plants to selected points throughout the distribution system. They are also utilized to transfer water to and from the storage reservoirs to meet fluctuating daily and seasonal demands. These mains cannot be tapped for water services, fire services, or fire hydrants.

The City DOU has an active CIP for maintaining and upgrading the water supply system. The implementation of the water improvements necessary to serve a specific project site is typically the responsibility of future developers. City policy requires the developer to construct any infrastructure necessary to support the project in question. To determine if water needs for a project can be met, a water supply test is 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 infrastructure improvements required for all new development will need to meet current City standards. Looped water main systems are typically required due to the unreliability of dead end mains, and the potential for water quality problems as a result of stagnant water. Additional water main installation may also be required depending on the existing system layout. All new water services are required to be metered.

The City's Water Development Fees are based on the size of the water service(s) necessary for a project with separate fee schedules for either residential or commercial projects. The Water Development fees may be waived upon request only if the conditions of Resolution 87-322 (Residential Infill Lots) or Resolution No. 2018-0428 (Affordable Dwelling Units) are met. Mixed use projects that qualify for these waivers must have a separate water service connection for the residential portion of the project. The current City process for the determining if a project is eligible for the Residential Infill Lots waiver utilizes a GIS based layer and the City's Accella (planning & building permit program) to automatically determine if a residential project (at building permit application) is in a Designated or Qualifying Water Fee Waiver Area. If the project is in a Designated area, the fee is automatically waived for the residential portion of the project. If the project is in a Qualifying area, planning staff reviews and determines if the fee should be waived per the requirements of the resolution.

Temporary source of water for construction is easily acquired two different ways. First, the contractor can purchase a construction service. This potentially could be the ultimate water service tap for the project. Secondly, the contractor can arrange to purchase water from an adjacent fire hydrant.

The City Design Standards for water (Section 13 – Water Distribution System Design Standards dated 7/24/18) contains the planning and design criteria for water systems.

Existing Conditions

The SBP area is generally served by an extensive system of service mains ranging in size from 6-inches to 12-inches in diameter. These mains are a mixture of steel, PVC, and ductile iron pipelines. There are a few smaller 4-inch pipelines, one located in 32nd Street north of Stockton Blvd., one that crosses under Highway 50 just westerly of Stockton Blvd., one located in 3rd Avenue westerly of Stockton Blvd., and one located in the 51st/52nd Street Alley.

A 36-inch major transmission main serving the East Downtown Sacramento area from the SRWTP passes through the northerly SBP area located in R Street. A 24-inch transmission main connects to this pipeline and follows Stockton Blvd. southerly to 2nd Avenue where it then reduces in size to a 16-inch pipeline to Broadway. At this point the pipeline splits in three directions with 12-inch distribution pipelines to the west and south and a 14" pipeline to the east.

There is a second 36-inch major transmission main within the SBP located in 14th Avenue. An 18-inch transmission main connects to this pipeline and follows Stockton Blvd. southerly to Lawrence Drive where it then turns westerly and leaves the SBP area.

A third 30-inch major transmission main passes through the SBP area located in Fruitridge Road. A fourth 30-inch transmission main is located in Elder Creek Road easterly of Stockton Blvd.

There are no active wells or reservoirs within the limits of the SBP area. The nearest reservoirs outside of the SBP is the Alhambra Reservoir located just to the north of SMP area to the east of Alhambra Blvd. and south of J Street, and the UC Med Reservoir located at the UC Davis Medical Center to the south of V street and east of 45th Street.

The City of Sacramento Department of Utilities (DOU) prepared the Capital Improvement Programming Guide in July 2012. The report contains recommendations for improvements to the sewer, storm drainage, and water systems including a Priority List for 50 different Water Transmission Main projects identified to be replaced. Two of these 50 Water Transmission Mains projects are located within the SBP area:

1. Item #27 – Stockton Blvd from 2nd Avenue to Broadway: This is approximately 1672 feet of 16-inch water transmission main that is currently (2021) 105 years old.
2. Item #28 – Broadway from Stockton Blvd. to 53rd Street: This is approximately 2744 feet of 14-inch water transmission main that is currently (2021) 105 years old.

Proposed Conditions

The types of future development envisioned in the SBP Plan area are high-density urban infill type projects, with residential units consisting of townhomes, midrise multifamily/mixed use, urban walk-up mixed use, and garden-style apartments. Domestic water demands for these residential units is anticipated to be similar to the City's typical multi-family water usage criteria. Fire flow demand for the SBP area is assumed to be 2,500 gpm. Ultimately, the minimum fire flow for a specific building is designated by the fire department during plan review. A Water Supply Test to determine the existing system available fire flow is required for all developing properties.

The adoption by the State of California of SB7–"20 x 2020" Water Conservation Standards requiring a 20% reduction in urban water usage by the year 2020 and the CalGreen Building Code will require reductions in overall water usage through stricter indoor and outdoor usage. These requirements

mandating water conservation will further justify the use of the reduced water rates for the future development in the SBP area.

The City Water Study Design Manual dated January 2018 contains the Water Distribution System Criteria (WDS Criteria) which is a summary of the recommended potable water system performance and operational criteria. The WDS Criteria provides a table of gross unit water use factors for various land uses. The demands are broken into two categories of water use factors, residential and non-residential. The residential factors are based on the acre-feet per year per DU (afy/du) and the non-residential is based on acre-feet per year per employee (afy/employee). For the SBP, all of the anticipated dwelling units are anticipated to be the Residential High category which has a residential factor of 0.12 afy/du. The Non-Residential land use has a factor of 0.09 afy/employee.

With 4,077 new multi-family dwelling units expected in the SBP area, the anticipated increase in the residential average water demand is 489.2 afy (= 4,077 DUs x 0.12 afy/du). Assuming an average of 340 square feet per employee, the anticipated 372,115 square feet of non-residential development would equate to approximately 1,094 employees. The anticipated increase in the non-residential average water is 98.5 afy (= 1,094 Employees x 0.09 afy/employee). The total anticipated increase in the DPB average water demand is estimated to be 587.7 acre-feet per year.

Recommended System Improvements:

The SBP Plan Area is generally well served by the existing water transmission and distribution system. 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" 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.

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32th Street
33th Street
34th Street
35th Street
R Street
P Street
Q Street
S Street
T Street
STOCKTON Boulevard
50
EM-1
EM-2

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 3A Water

LEGEND

- Opportunity Areas
- Entry to Midtown (EM)
- Medical Center Campus (MCC)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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April 2022

Stockton Boulevard Plan Infrastructure Analysis Figure 3B Water

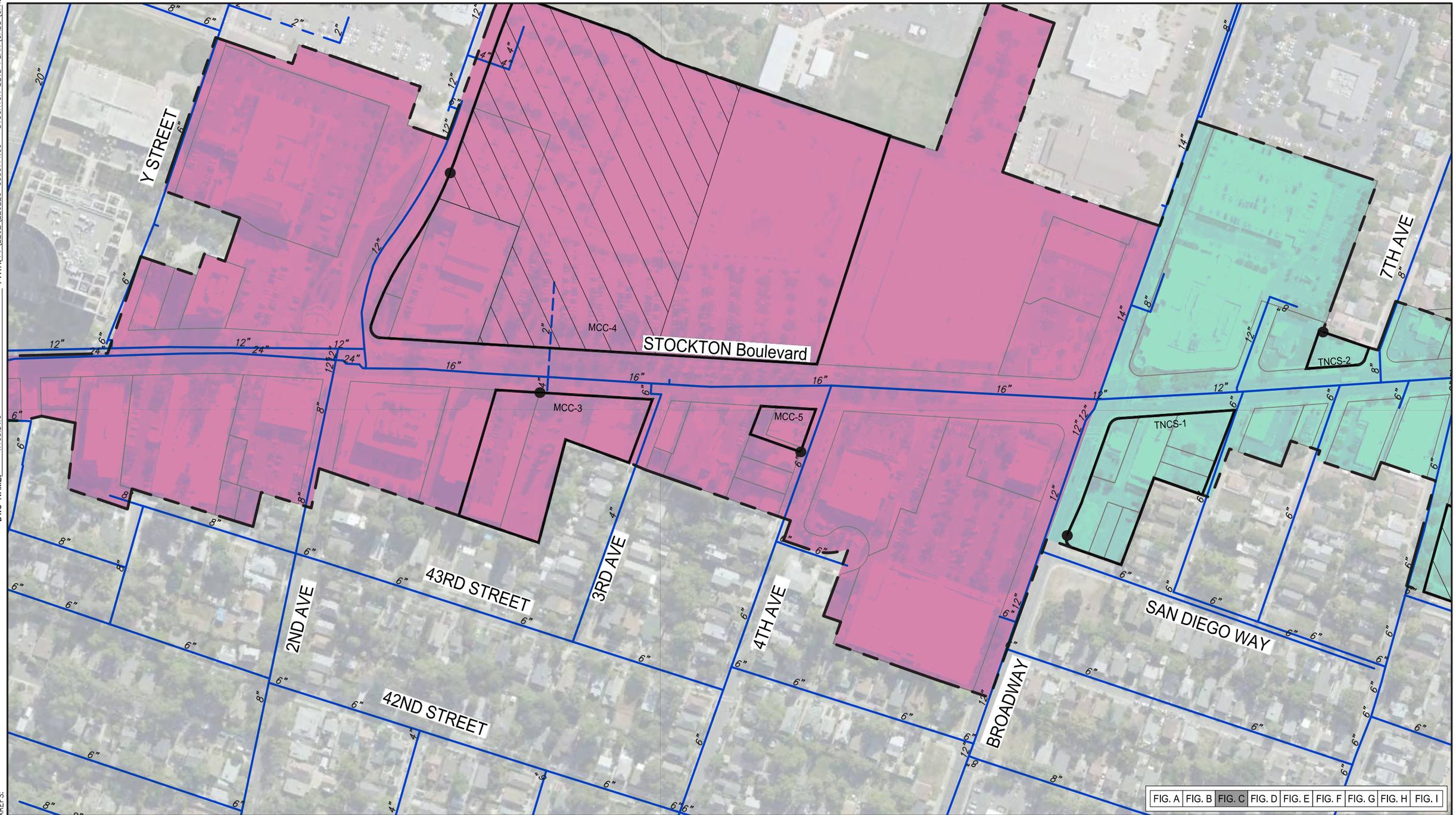
FIG. A	FIG. B	FIG. C	FIG. D	FIG. E	FIG. F	FIG. G	FIG. H	FIG. I

LEGEND

- Opportunity Areas
- Medical Center Campus (MCC)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary

0 200' 400'

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 3C Water

LEGEND

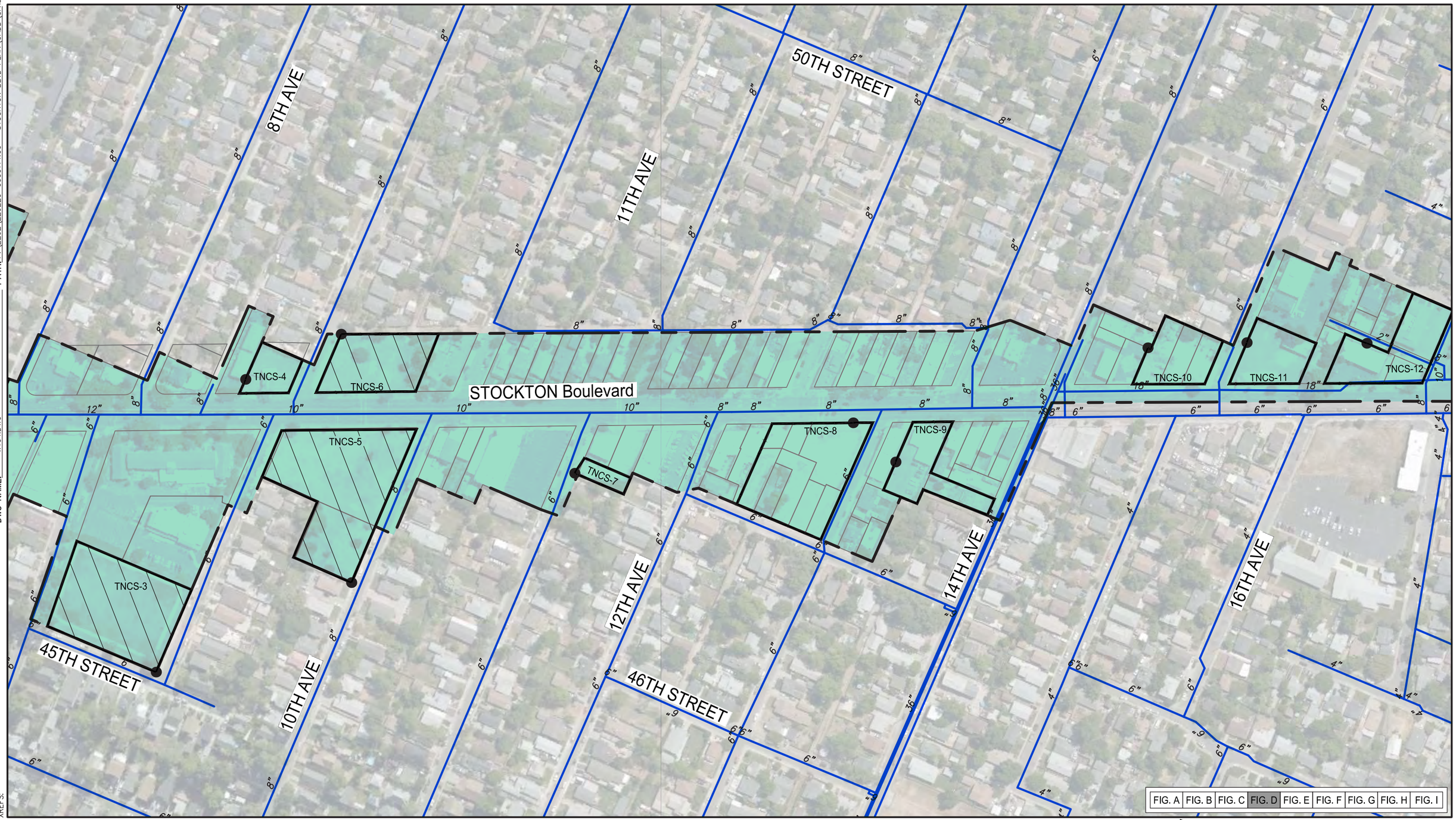
- Opportunity Areas
- Pipeline Project
- Medical Center Campus (MCC)
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary

0 200' 400'

N V 5

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 3D Water

LEGEND

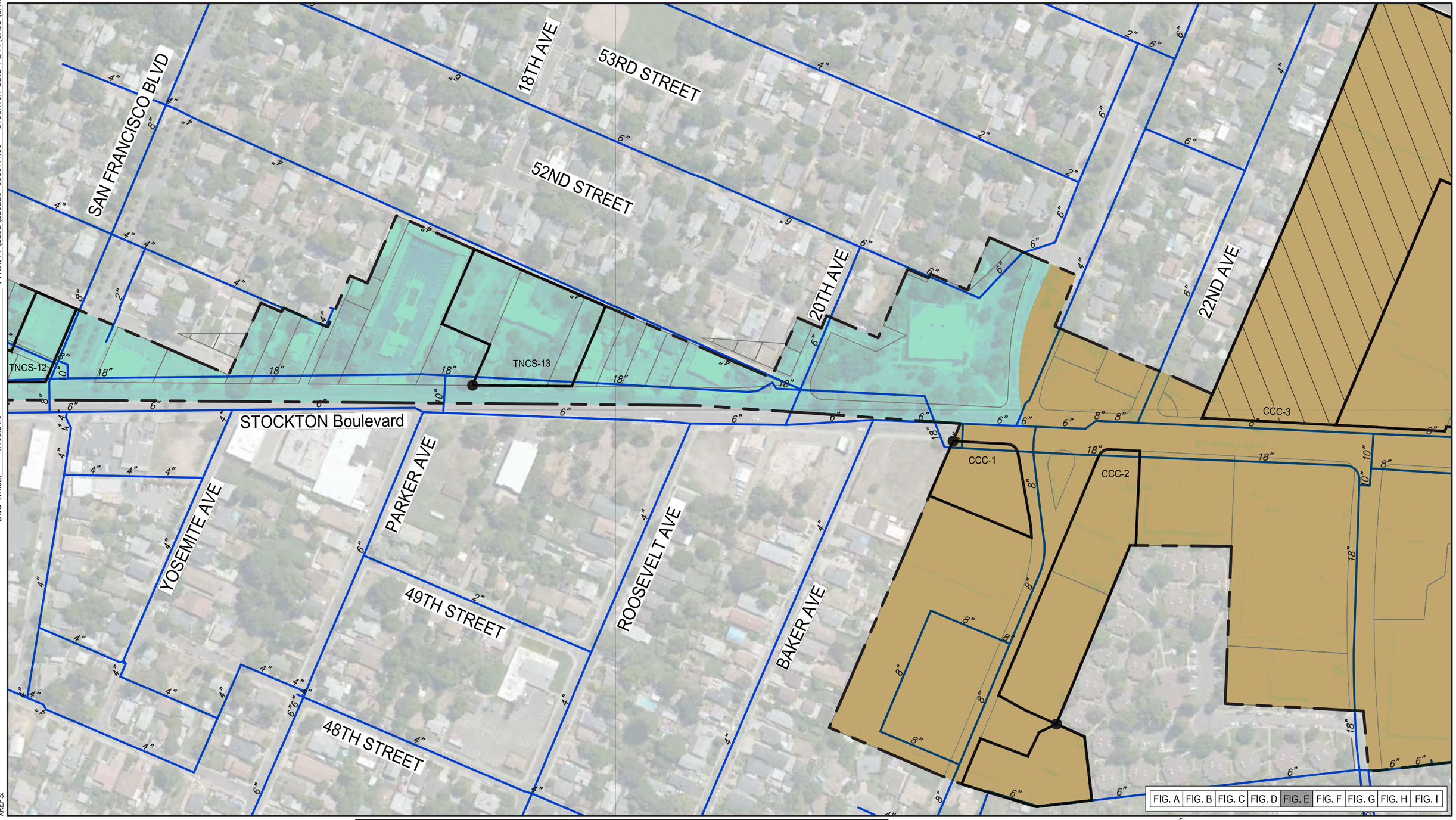
- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary

0 200' 400'

NV5

CITY OF SACRAMENTO FOUNDED IN 1849

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Stockton Boulevard Plan
Infrastructure Analysis
Figure 3E Water

LEGEND

- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Community Commercial Center (CCC)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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55TH STREET
VELMA WAY
55TH STREET
CCC-4
STOCKTON Boulevard
LS-1
FRUITRIDGE RD
YOUNG STREET
SOUTHWEST AVE
49TH STREET

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 3F Water

LEGEND

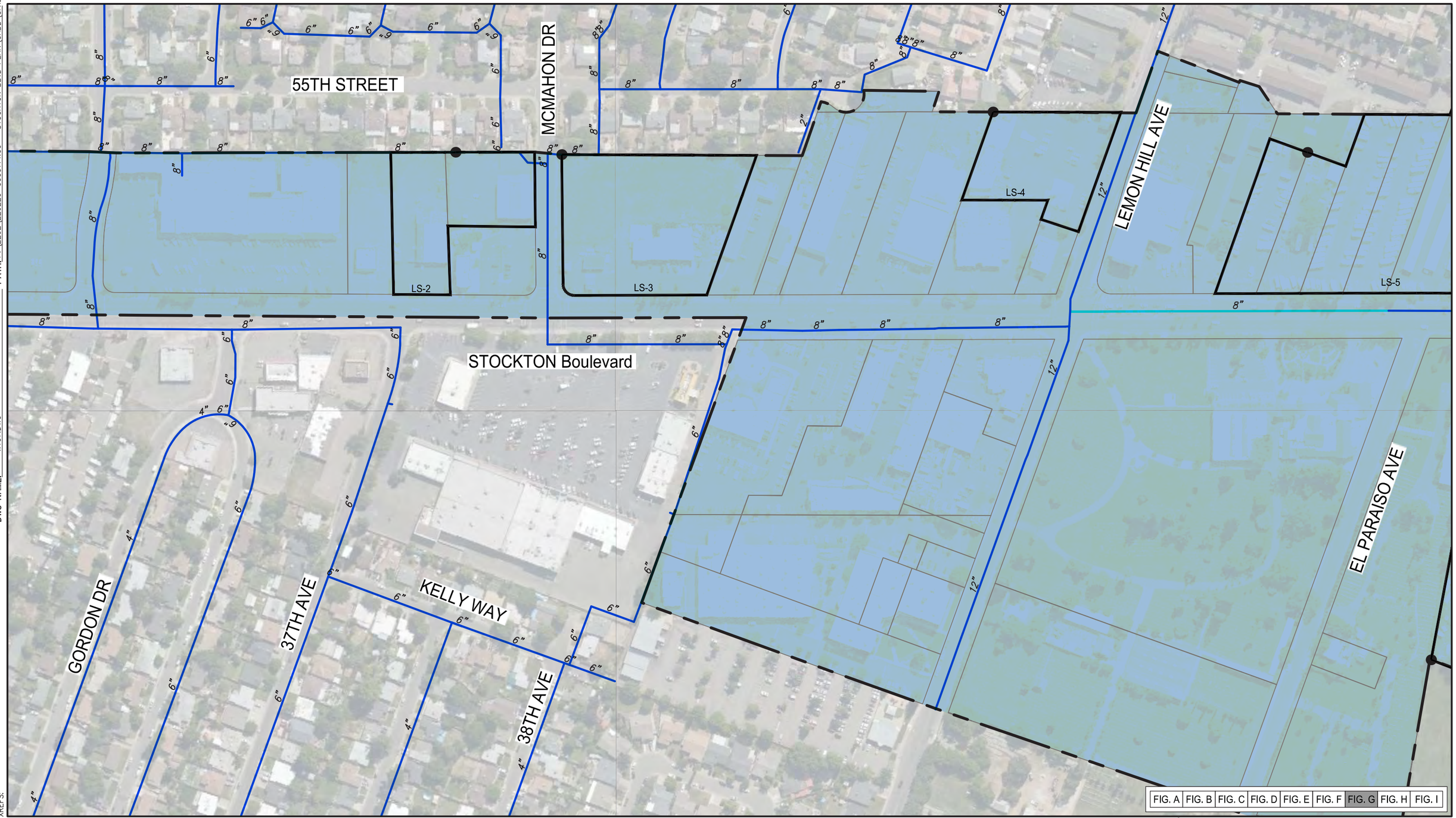
- Opportunity Areas
- Pipeline Project
- Community Commercial Center (CCC)
- Little Saigon (LS)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary
- Proposed Water Main

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 3G Water

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary
- Proposed Water Main

N V 5

0 200' 400'

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DIAS AVE
ELDER CREEK RD
48TH AVE
STOCKTON Boulevard
47TH AVE
WIRE DRIVE
DALLAS WAY
BURDETT WAY
RIZA AVE
LS-5
LS-6
LS-7
LS-8
LS-9
LS-10
LS-11
LS-12
LS-13
LS-14

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 3H Water

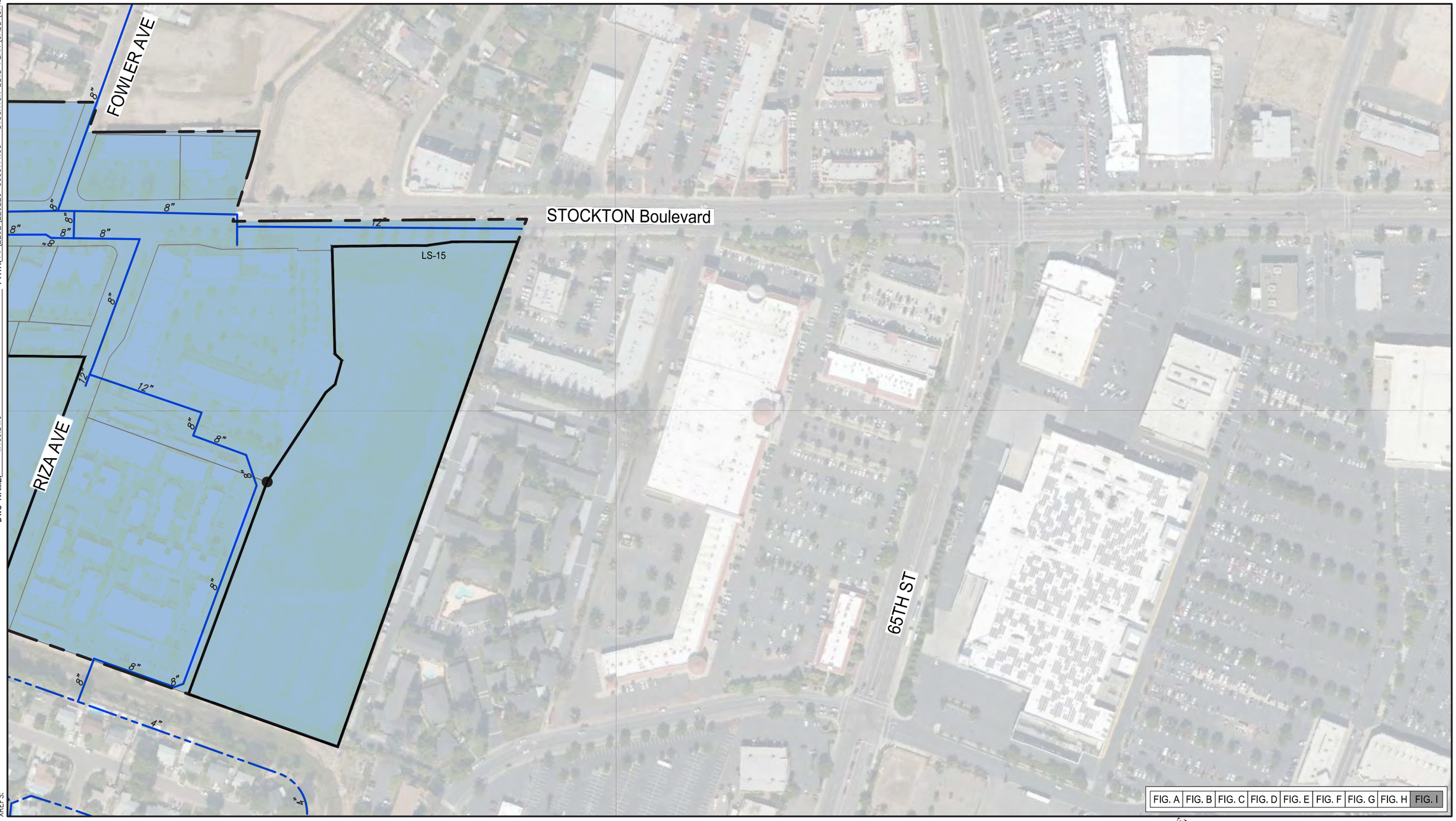
LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849



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DATE: 4/26/22
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FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 3I Water

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Water Main City
- Water Main County
- Water Main Private
- SBP Boundary

N E S W

0 200' 400'

N|V|5

CITY OF SACRAMENTO FOUNDED IN 1849

NATURAL GAS

General Information

Pacific Gas & Electric Company (PG&E) supplies natural gas to the Sacramento area. During the winter, approximately 70% is imported from Canada and the balance is supplied from California production wells. During the summer, this ratio is reversed. Also during the summer, gas prices are lower so gas is stored in underground reservoirs for use during winter peak use periods.

The PG&E gas distribution system has high and low pressure distribution systems. The high pressure system pipelines are generally 4-inch diameter and larger, carry gas at approximately 40 pounds per square inch (psi). Low pressure system pipelines, generally 2-inch diameter, carry gas at a pressure of 7-inch water column (about 0.25 psi). Service is generally provided from the low pressure system unless usage exceeds about 3,000 cubic feet per hour; however, in the SBP area the system is all high pressure. Regulators are used to reduce high pressure to low pressure.

Existing Conditions

A 6-inch transmission main passes through the SBP area located in T Street to Stockton Blvd. to V Street serving the UCD Medical Center campus. A second major 16-inch gas transmission main passes through the SBP are located in 15th Avenue. A third major 12-inch gas transmission main passes through the SBP located in Fruitridge Road. There is also a 20” SMUD pipeline that passes through the SBP area located in Fruitridge Road.

The high pressure gas system generally is served by a grid system throughout the SBP 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. There is a 4-inch pipeline located in Stockton Blvd. from Alhambra Blvd. to Broadway. A 2-inch pipeline is located in Stockton Blvd. from Broadway to 16th Avenue. There is a gap in the system along Stockton Boulevard from 16th Avenue to Yosemite Avenue. There is a short approximately 200 foot section of 2-inch pipeline located south of Yosemite Avenue, but then there is another gap in system to mid-way between Parker Avenue and Roosevelt Avenue. From that point a 2-inch pipeline that increases to a 4-inch pipeline at Roosevelt Avenue. This 4-inch pipeline extends southerly along Stockton Boulevard to the SBP southern boundary.

Proposed Conditions

PG&E indicates they are currently making improvements to their system which may negate the need for future improvements when or if the new developments are constructed. PG&E will service the new developments and infrastructure as they are constructed and require service. 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.

PG&E was unable to provide a draft of necessary system improvements and/or review of their gas system without specific information regarding gas loads at each potential development site together with an application for service.

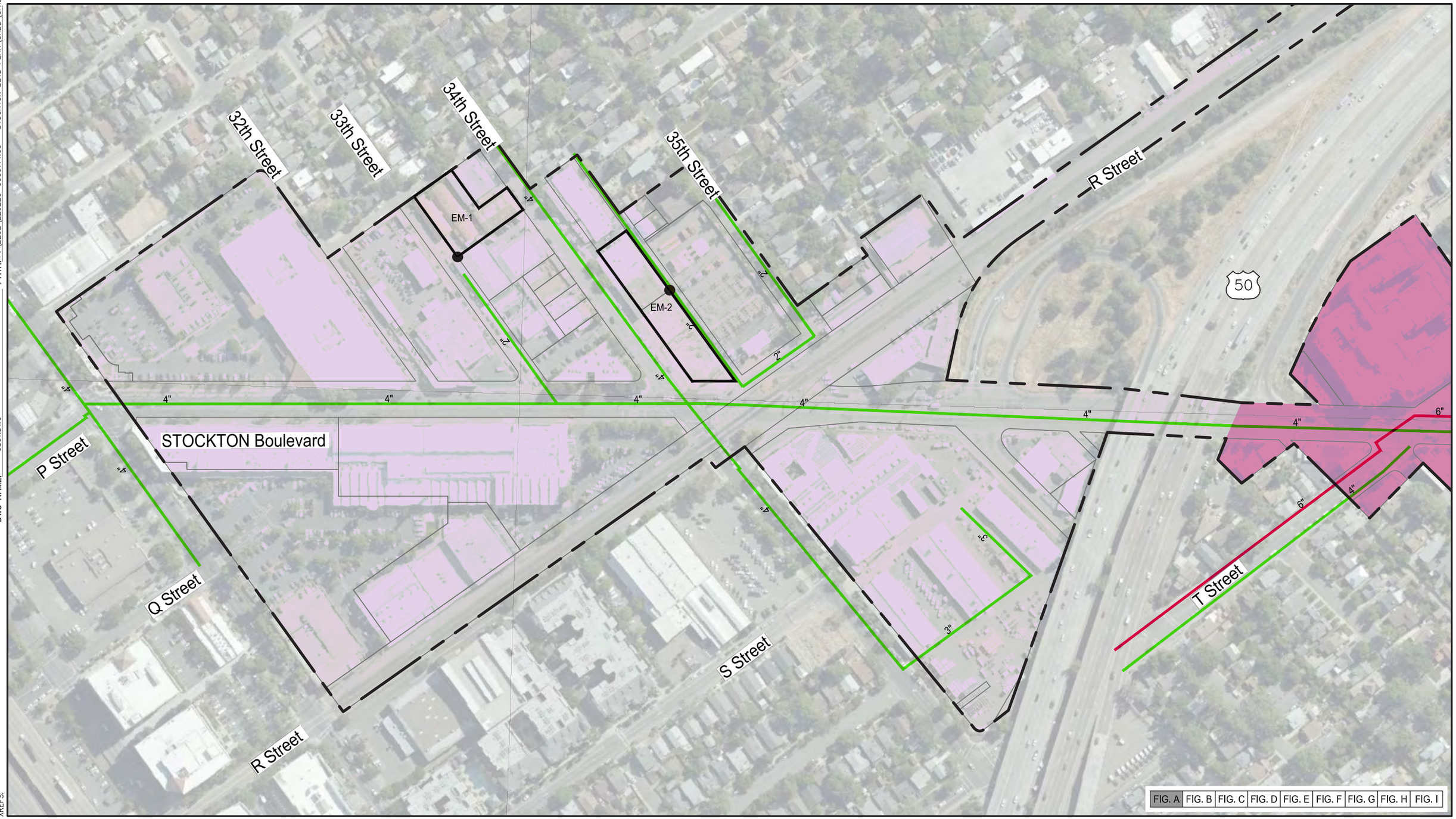
If the user is a core (non-interruptible) customer in the service area and will accept service at 7-inch water column pressure, the company is generally obligated by California Public Utilities Commission (CPUC) regulations to provide service without additional cost for service. If the user is a non-core (interruptible) customer or needs an elevated pressure service for large volume use, there are charges for service according to PG&E new business tariffs. Whether a project is a core (non-interruptible) user or a non-core (interruptible) user depends on the type of use for the facility or business. Projects in the DBP Plan Area are most likely to be core (non-interruptible) customers.

The City of Sacramento adopted the Electric Vehicle (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 likely lower the new development gas demand and the need for new services in the coming years. The following is a link to the City of Sacramento website with information on these recently adopted ordinances: (http://www.cityofsacramento.org/SacElectrificationOrdinance)

Recommended System Improvements:

There is an existing gap in the natural gas main line system along Stockton Boulevard between the existing 2" main at 16th Avenue and the existing 4" 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.

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 4A Existing Natural Gas

LEGEND

- Opportunity Areas
- Entry to Midtown (EM)
- Medical Center Campus (MCC)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- SBP Boundary

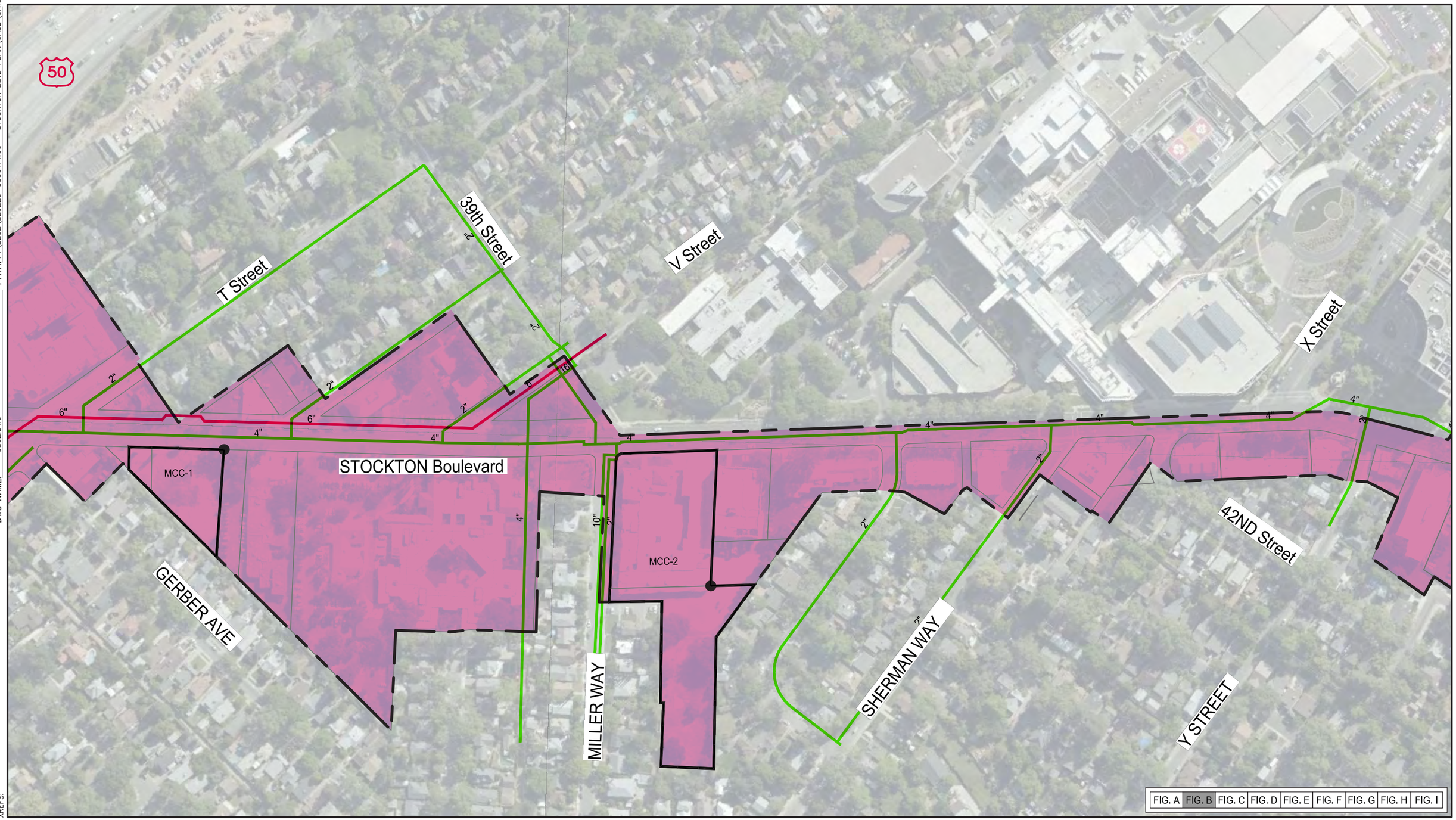
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CITY OF SACRAMENTO FOUNDED IN 1849

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 4B Existing Natural Gas

LEGEND

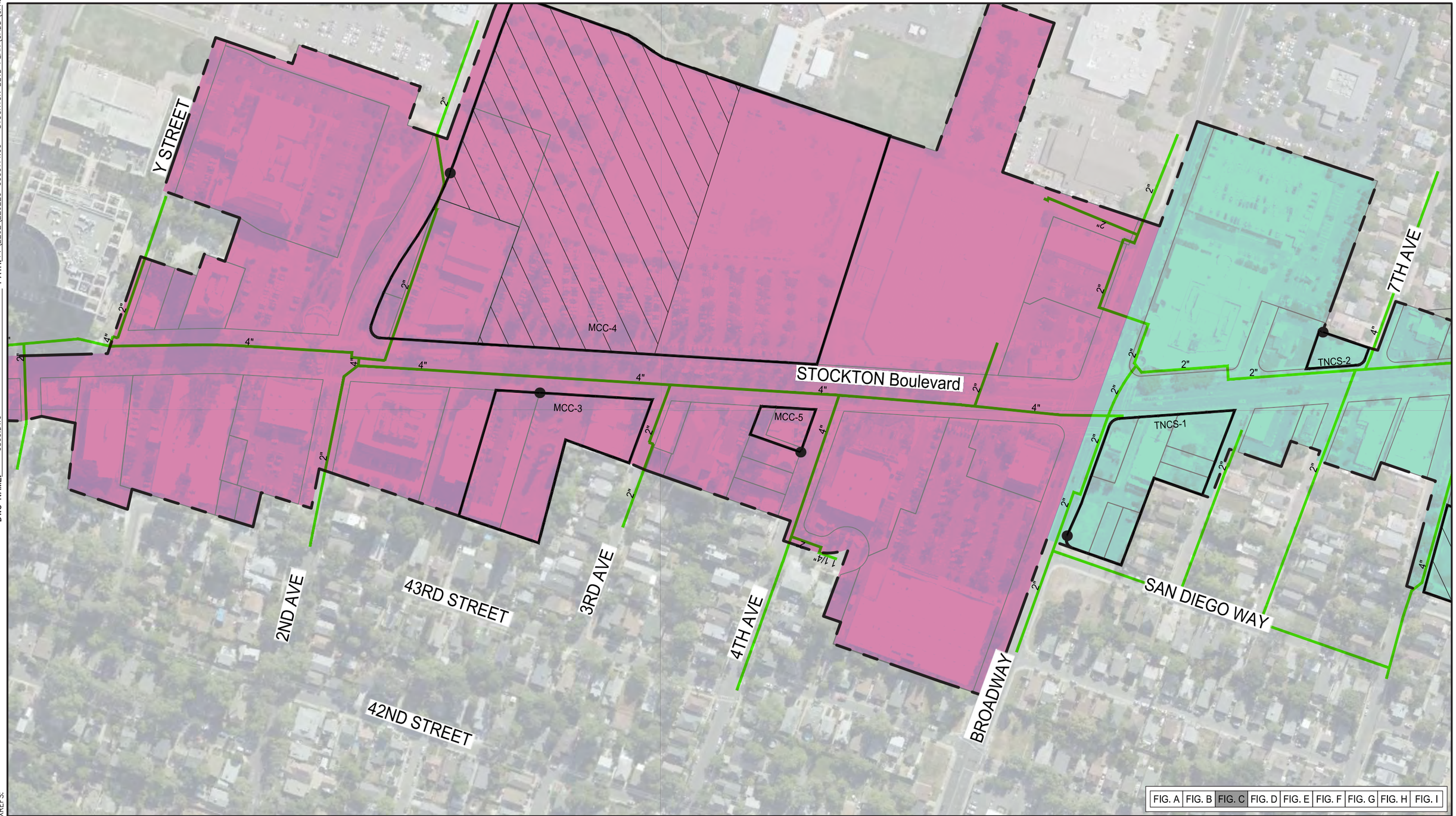
- Opportunity Areas
- Medical Center Campus (MCC)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- SBP Boundary

0 200' 400'

NV5

CITY OF SACRAMENTO FOUNDED IN 1849

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Stockton Boulevard Plan
Infrastructure Analysis
Figure 4C Existing Natural Gas

LEGEND

- Opportunity Areas
- Pipeline Project
- Medical Center Campus (MCC)
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- SBP Boundary

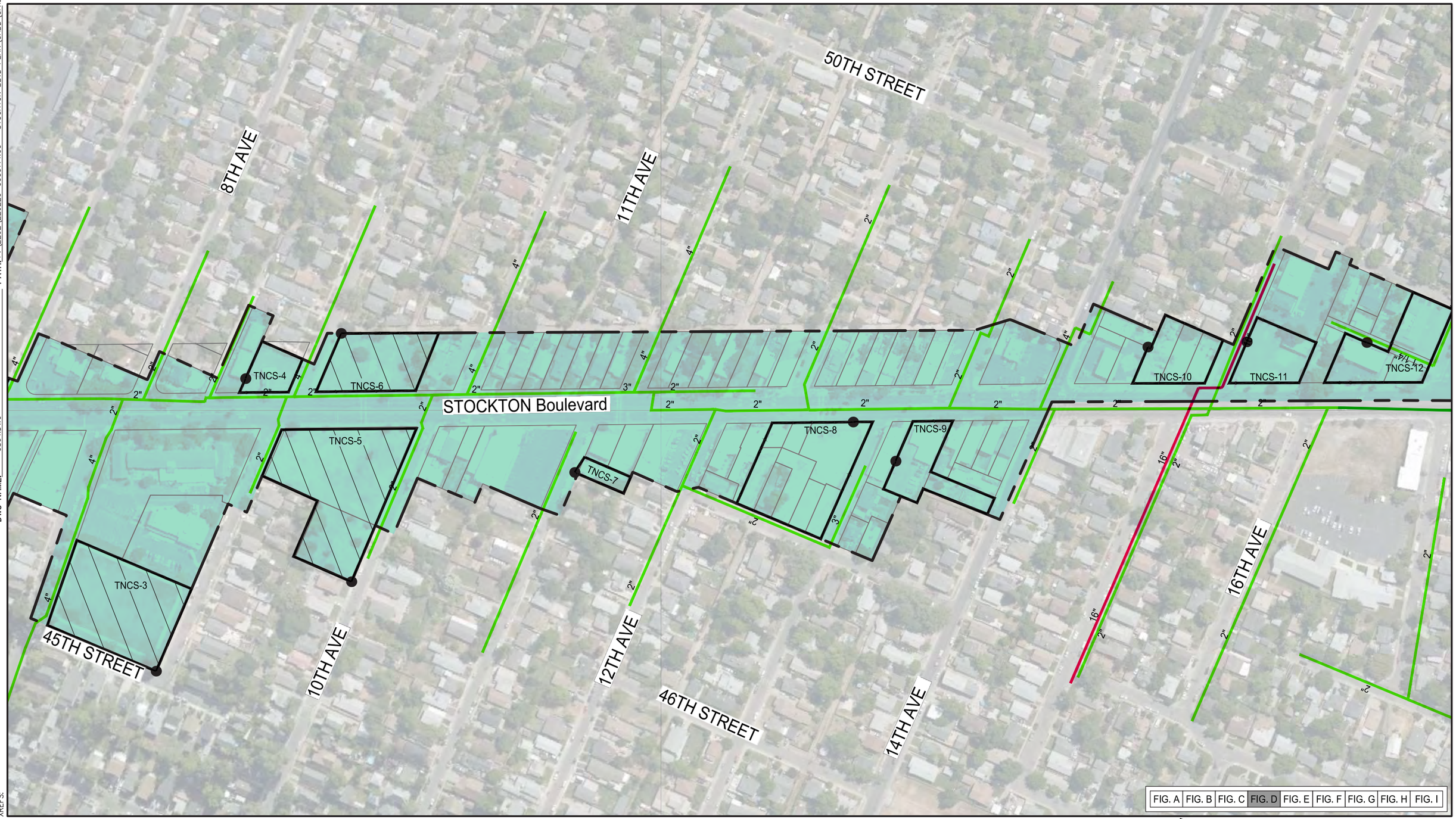
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0 200' 400'

N|V|5

CITY OF SACRAMENTO FOUNDED IN 1849

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 4D Existing Natural Gas

LEGEND

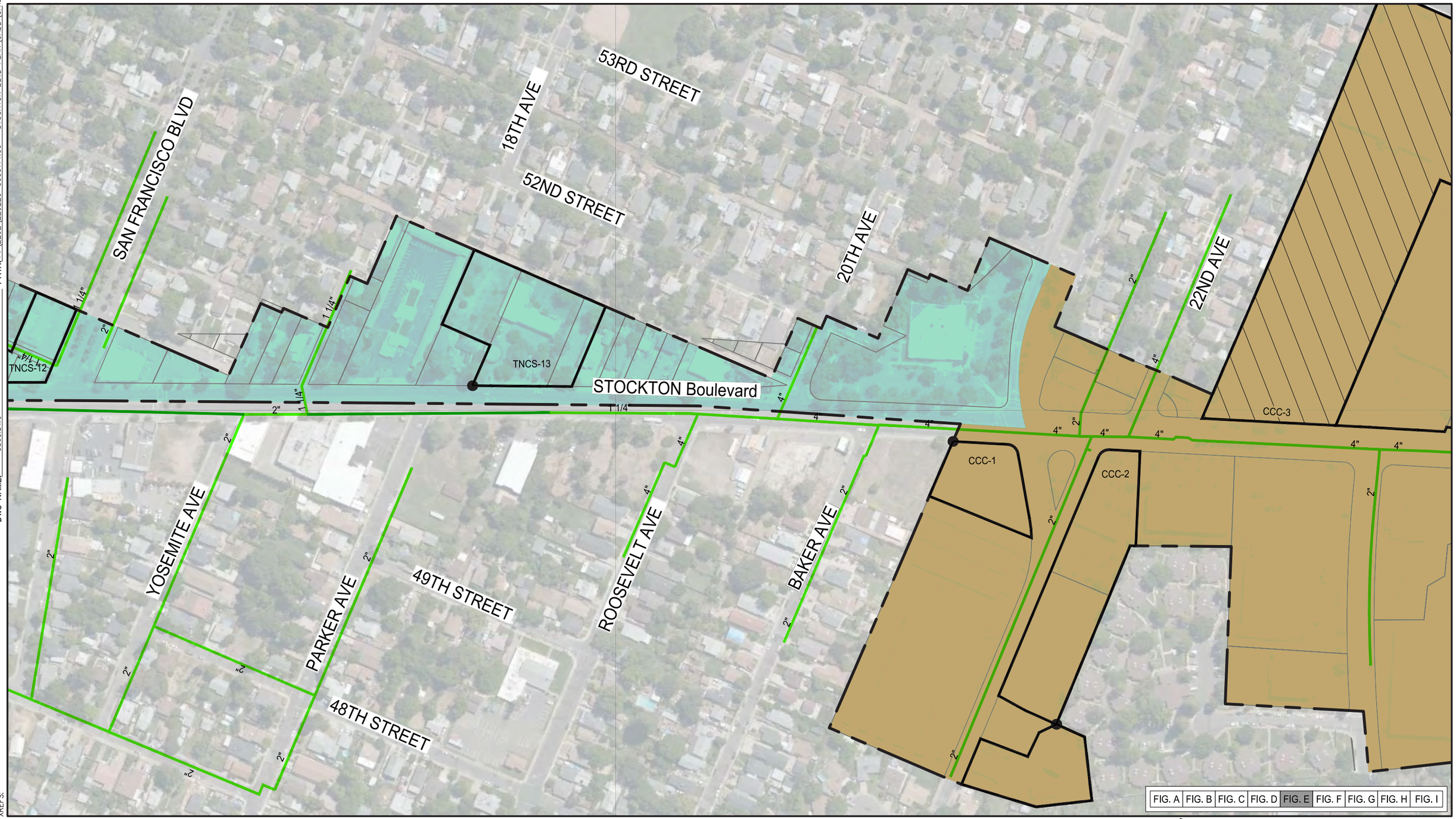
- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- Proposed Natural Gas Distribution
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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Stockton Boulevard Plan
Infrastructure Analysis
Figure 4E Existing Natural Gas

LEGEND

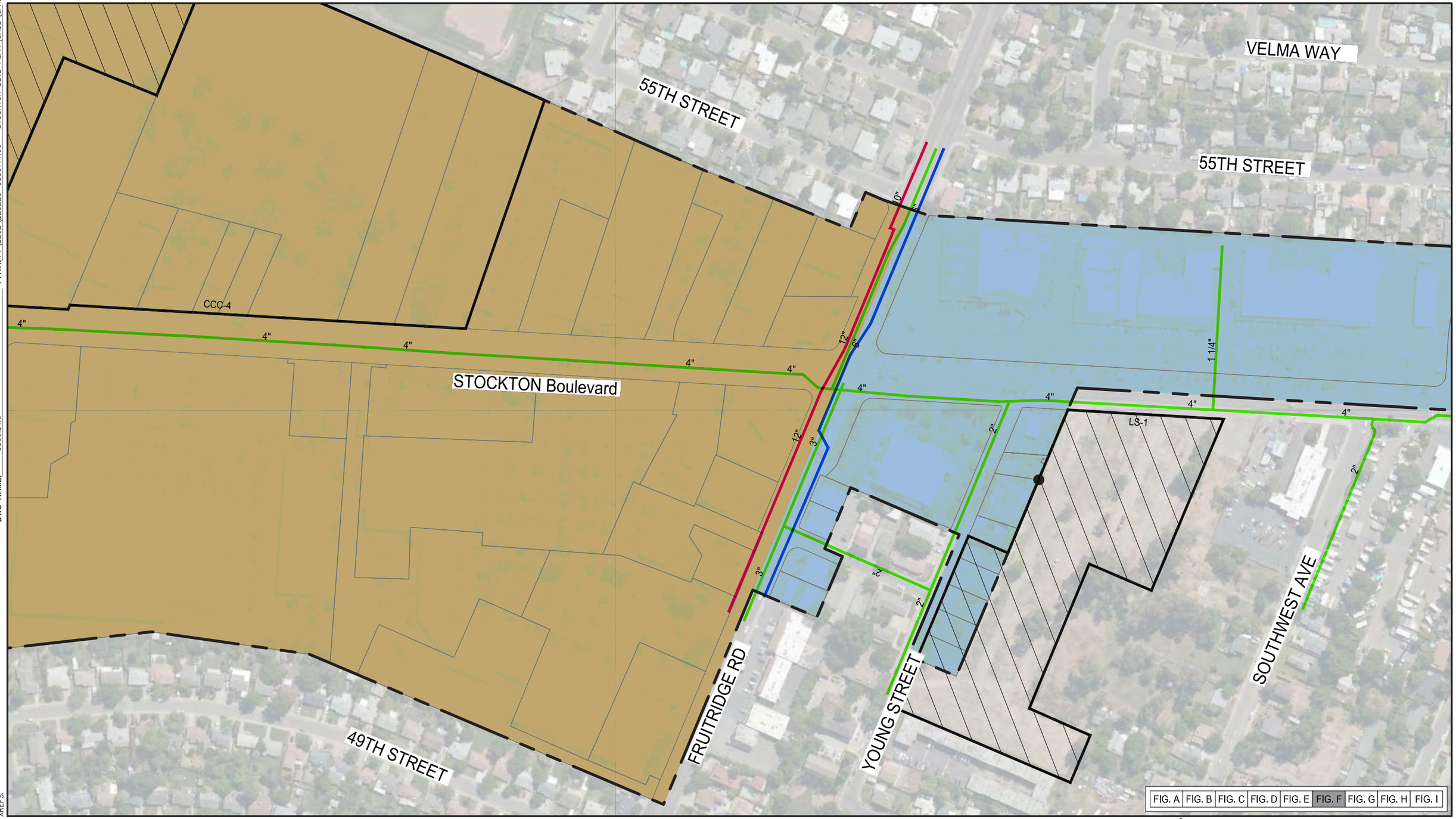
- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods
- Commercial Storefront (TNCS)
- Community Commercial Center (CCC)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- Proposed Natural Gas Distribution
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 4F Existing Natural Gas

LEGEND

- Opportunity Areas
- Pipeline Project
- Community Commercial Center (CCC)
- Little Saigon (LS)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- SBP Boundary

N E S W

0 200' 400'

NV5

CITY OF SACRAMENTO FOUNDED IN 1849

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55TH STREET
MCMAHON DR
LEMON HILL AVE
EL PARAISO AVE
STOCKTON Boulevard
GORDON DR
37TH AVE
KELLY WAY
38TH AVE
LS-2
LS-3
LS-4
LS-5
2"
3"
4"

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

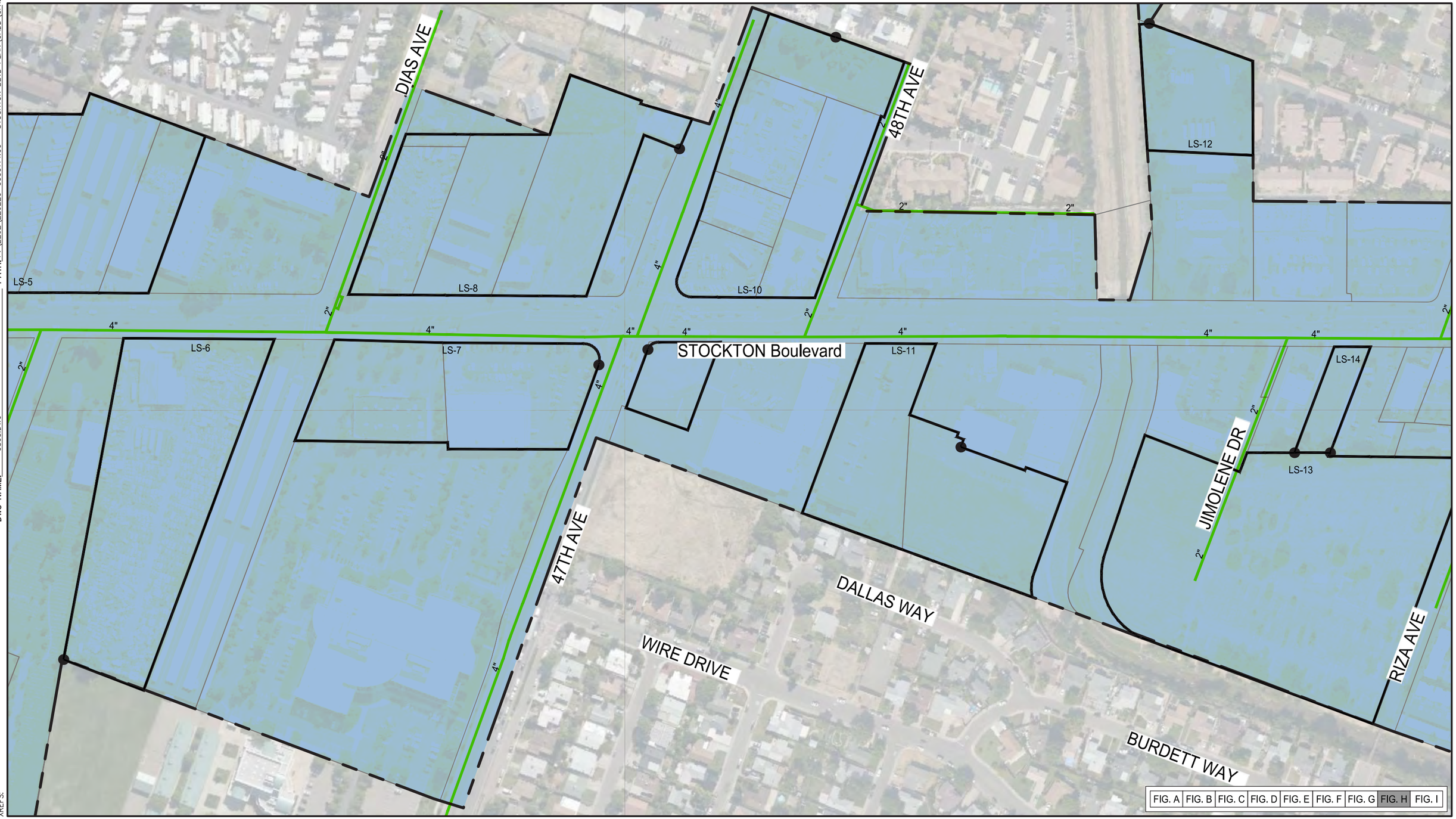
Stockton Boulevard Plan
Infrastructure Analysis
Figure 4G Existing Natural Gas

LEGEND
- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- SBP Boundary

N V 5

0 200' 400'

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April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 4H Existing Natural Gas

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- SBP Boundary

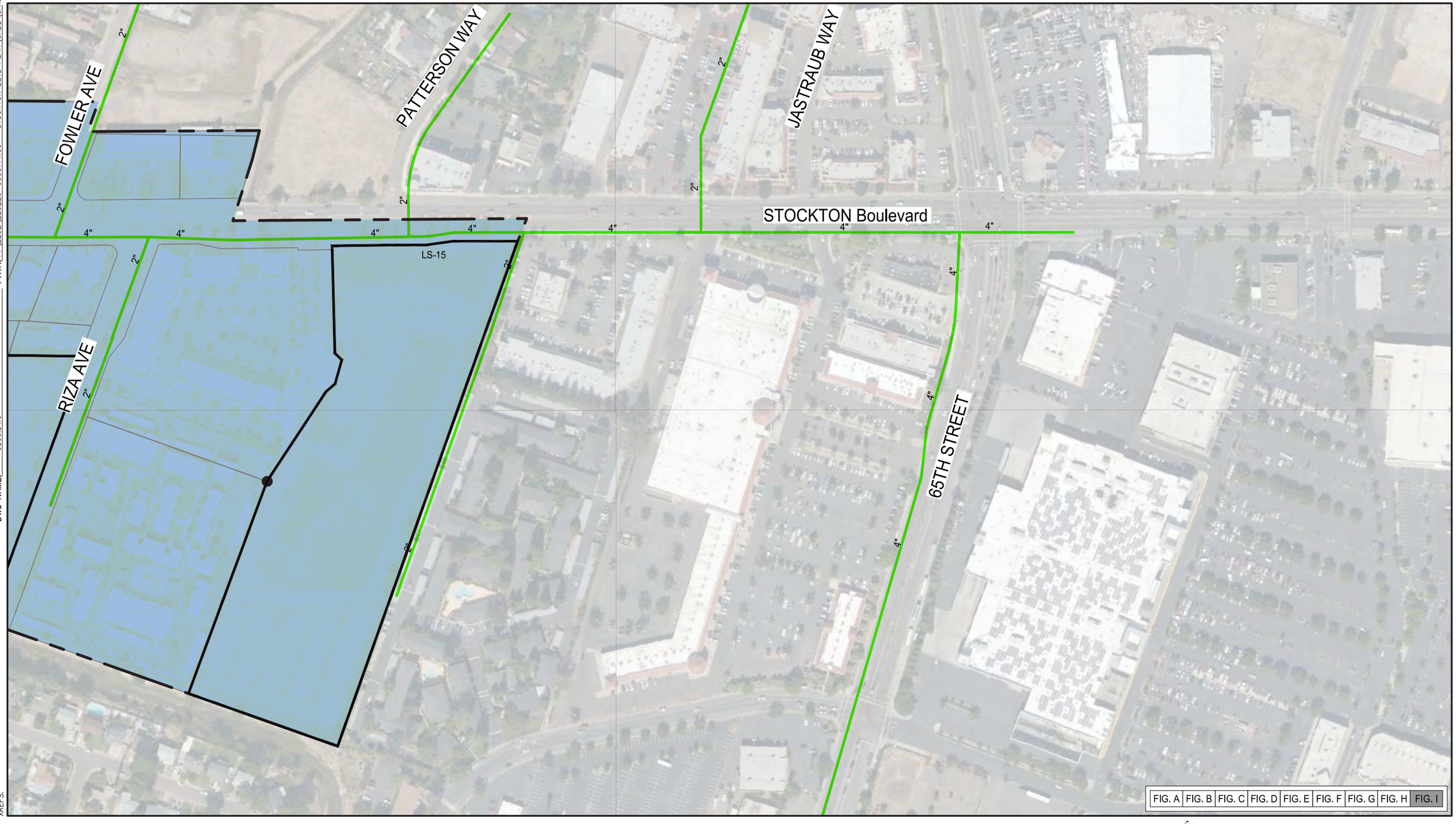
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CITY OF SACRAMENTO FOUNDED IN 1849

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XREFS:



April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 4I Existing Natural Gas

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- Natural Gas Distribution
- Natural Gas Transmission
- SMUD 20"
- SBP Boundary

0 200' 400'

N V 5

CITY OF SACRAMENTO · FOUNDED IN 1849 ·

ELECTRICAL

General Information

SMUD provides electrical service to customers located within the SBP area. Power is transmitted to the SBP area by a 12kV and 21kV distribution system. There are 3 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 Stockton Blvd. area. The Mid-City substation is situated along Stockton Blvd. and 34th Street in the northern end of the SBP area.

Of these three substations, there are five 21kV feeders serving the SBP area. The five feeders consist of Mid-City 2302, Mid-City 2305, South-City 2302, South-City 2303, and East-City 2302. The existing feeders will likely be used to serve new development located within the 21kV service area along Stockton Blvd.

Existing Conditions (Facilities)

The SBP area is served by the 12kV and 21kV distribution system consisting of mainly overhead facilities. The 21kV system is fed from Mid-City 2302, Mid-City 2305, South-City 2302, South-City 2303, and East-City 2302. The five 21kV feeders total approximately 23MVA of load carrying capacity.

The 12kV distribution system is served with three feeders on the different distribution substations: 14th Ave. & 52nd feeder 1203, Fruitridge 44th St. feeder 1202, and Wire & 4th feeder 1203. There is an existing 69kV underbuilt with 12kV overhead facilities along Stockton Blvd between of 15th Avenue and Fruitridge Road. There is 12kV overhead facilities between Fruitridge Road and Riza Avenue. There are 12kV underground facilities along Stockton Blvd. from Riza Avenue to the SBP southerly boundary.

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

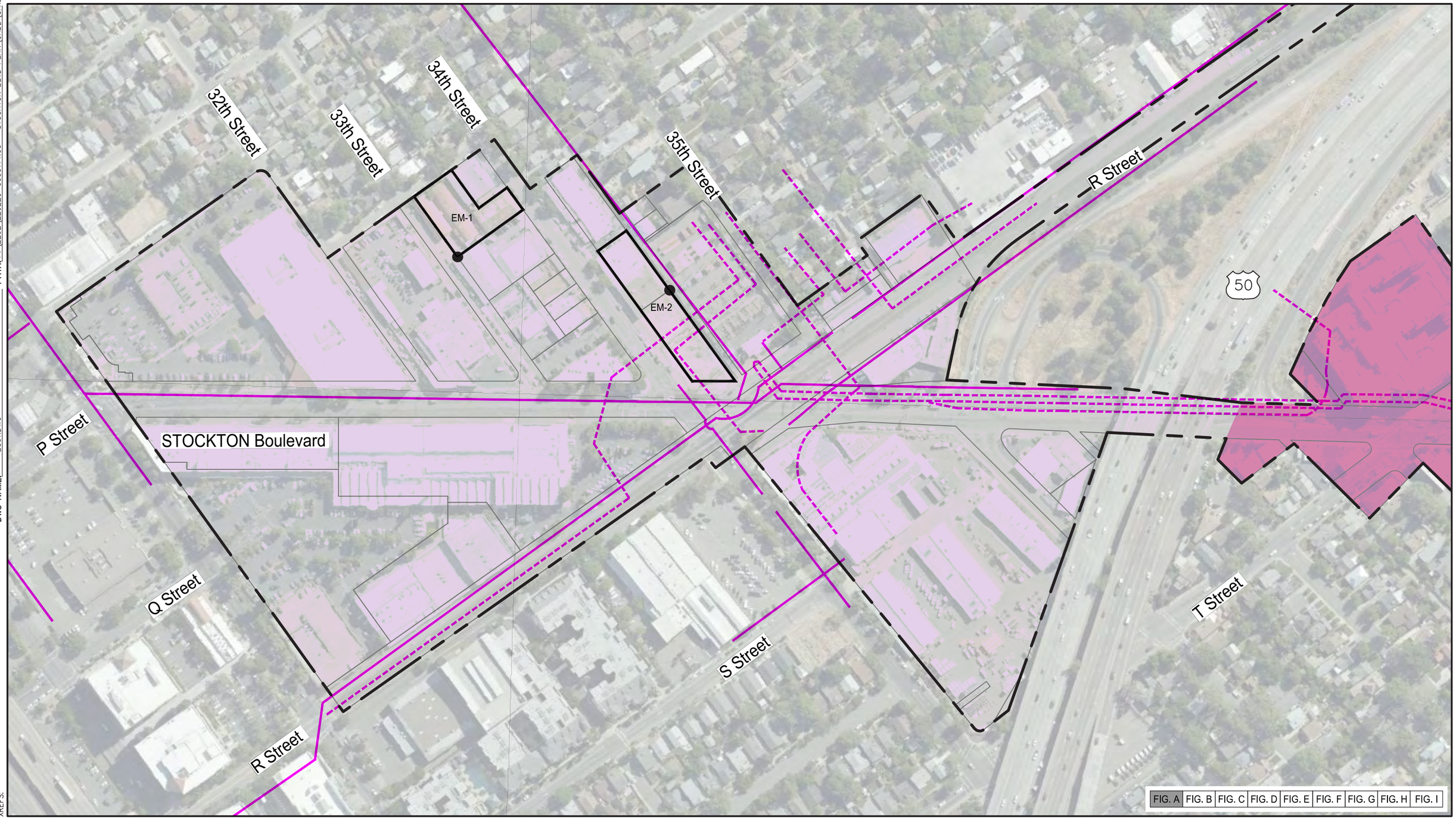
The amount of available capacity is solely determined by the location of the new development and the available circuits that feed that area. SMUD requires the customer to provide the load usage to forecast the future facilities upgrade to serve the customer proposed project.

Proposed Conditions

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 Electric Vehicle (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. The following is a link to the City of Sacramento website with information on these recently adopted ordinances: (http://www.cityofsacramento.org/SacElectrificationOrdinance)

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KEVIN.DEPFYFFER
XREFS:



April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5A Existing Electrical

LEGEND

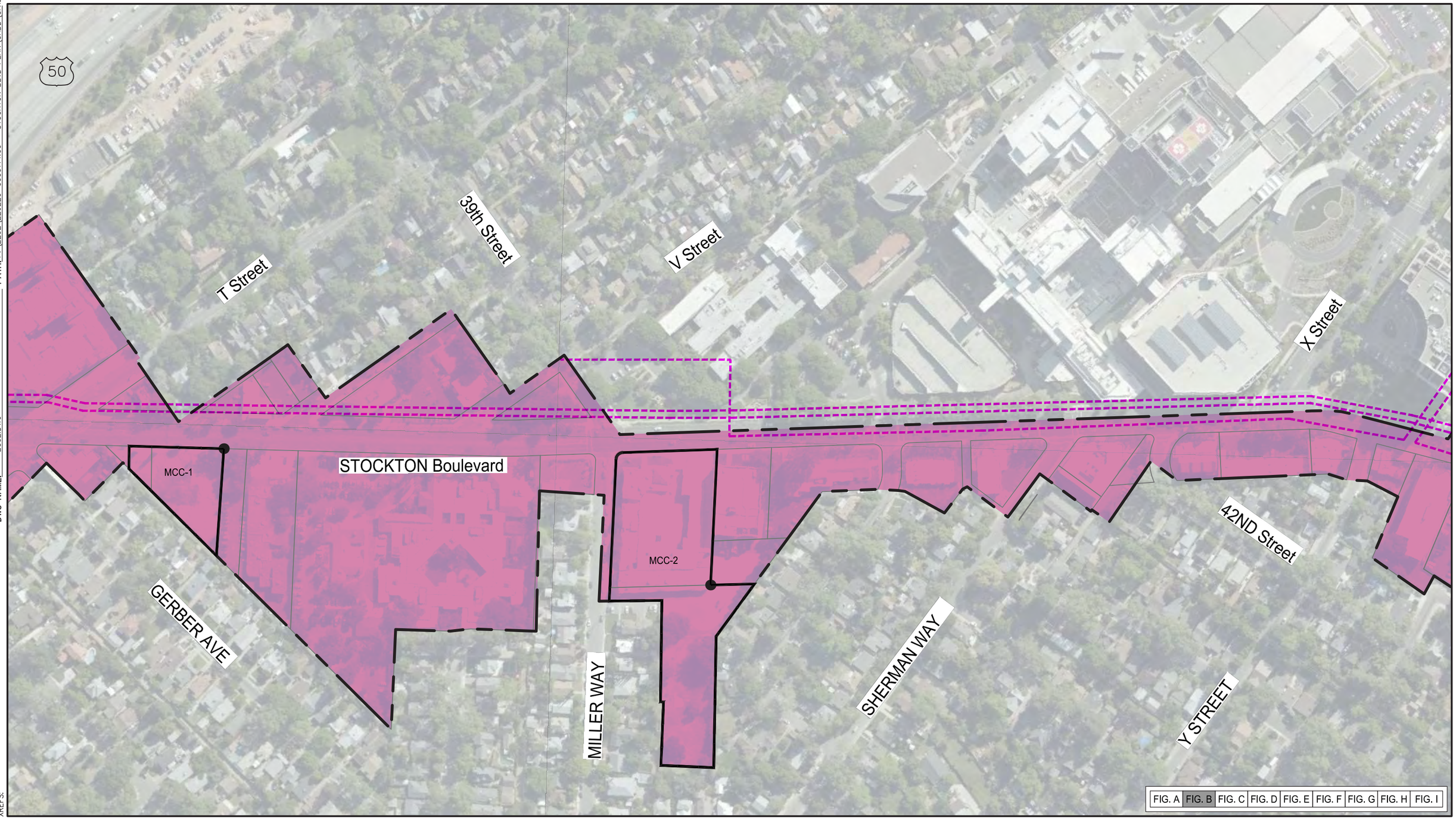
- Opportunity Areas
- Entry to Midtown (EM)
- Medical Center Campus (MCC)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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KEVIN.DEPFYFFER
XREFs:



April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5B Existing Electrical

LEGEND

- Opportunity Areas
- Medical Center Campus (MCC)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

PATH: P:\2262\226220-0000114.00 - STOCKTON BLVD PLAN\CADD\CIVIL
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KEVIN.DEPFYFFER
XREFS:

Y STREET
MCC-4
STOCKTON Boulevard
7TH AVE
TNCS-2
MCC-3
MCC-5
TNCS-1
2ND AVE
43RD STREET
3RD AVE
4TH AVE
SAN DIEGO WAY
BROADWAY
42ND STREET

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5C Existing Electrical

LEGEND

- Opportunity Areas
- Pipeline Project
- Medical Center Campus (MCC)
- Traditional Neighborhoods Commercial Storefront (TNCS)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

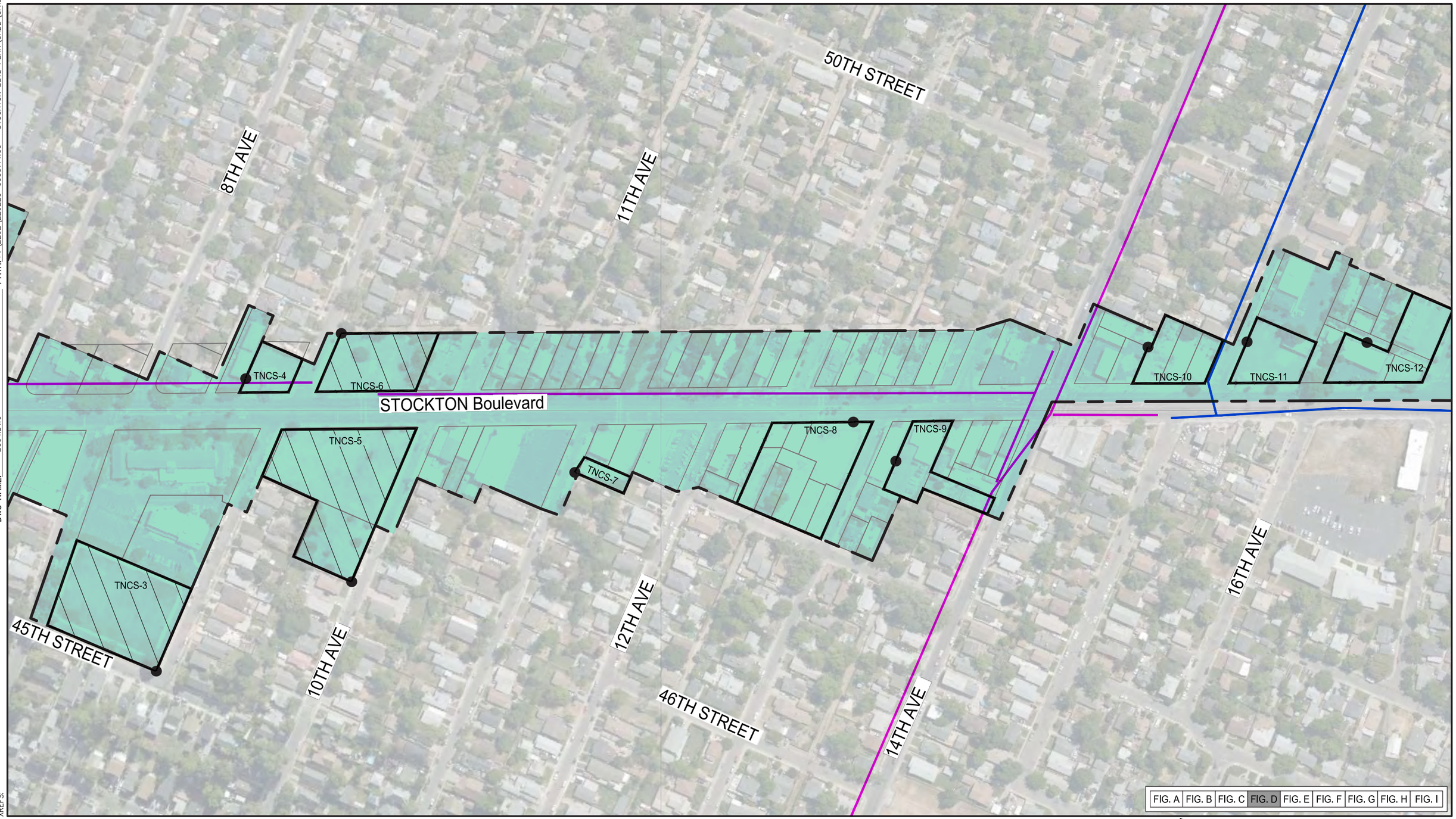
N E S W

0 200' 400'

N|V|5

CITY OF SACRAMENTO FOUNDED IN 1849

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DATE: 4/26/22 TIME: 9:52:28 AM
DWG NAME: ECO4.DWG
KEVIN.DEPFYFFER
XREFS:



April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5D Existing Electrical

LEGEND

- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods Commercial Storefront (TNCS)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

PATH: P:\2262\226220-0000114.00 - STOCKTON_BLVD_PLAN\CADD\CIVIL
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DWG NAME: EC05.DWG
XREFS: KEVIN.DEPFYFFER

SAN FRANCISCO BLVD
18TH AVE
53RD STREET
52ND STREET
20TH AVE
22ND AVE
TNCS-12
TNCS-13
STOCKTON Boulevard
CCC-3
CCC-1
CCC-2
YOSEMITE AVE
PARKER AVE
49TH STREET
ROOSEVELT AVE
BAKER AVE
48TH STREET

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5E Existing Electrical

LEGEND

- Opportunity Areas
- Pipeline Project
- Traditional Neighborhoods Commercial Storefront (TNCS)
- Community Commercial Center (CCC)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

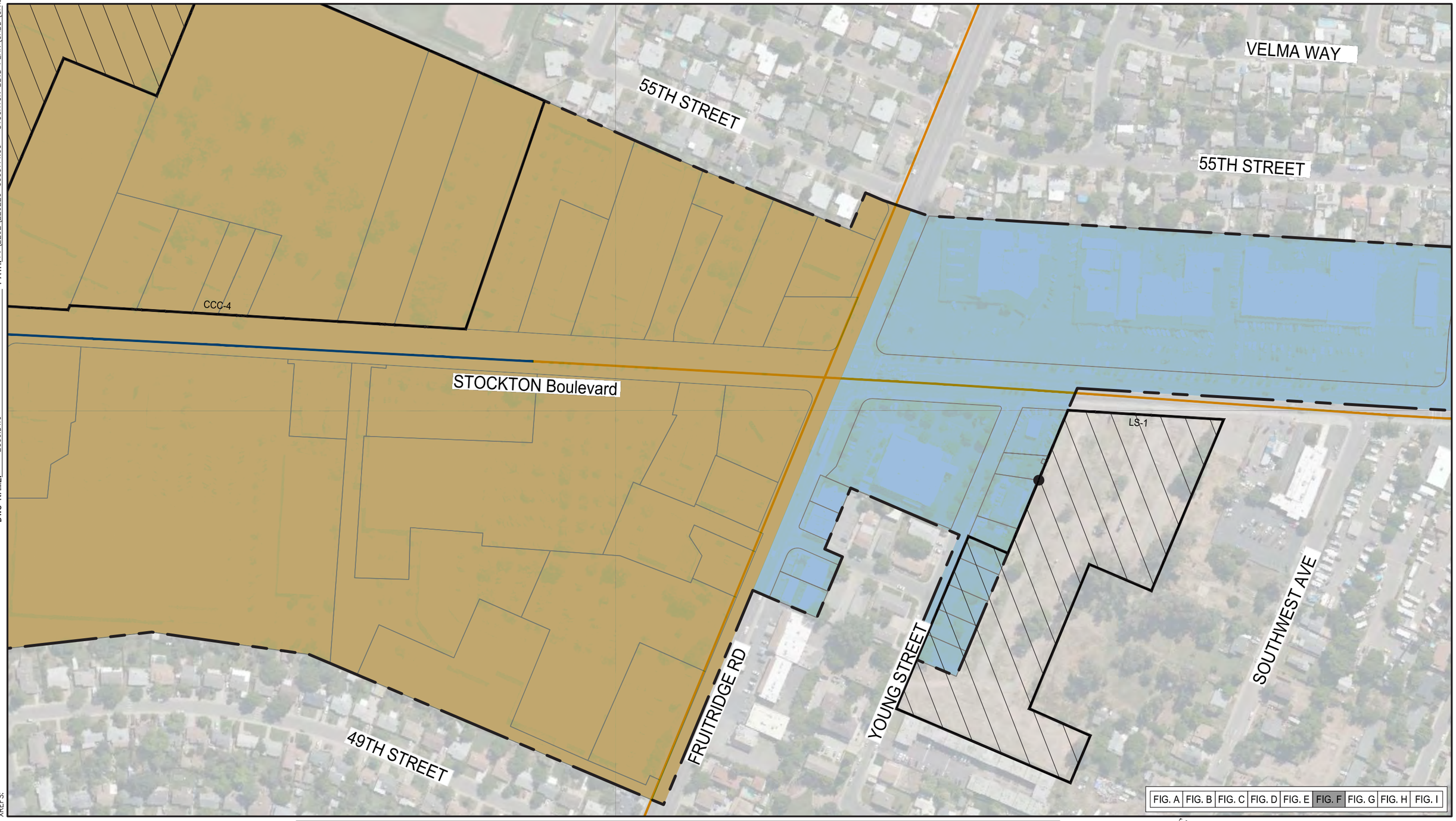
N V E W S

0 200' 400'

N|V|5

CITY OF SACRAMENTO FOUNDED IN 1849

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KEVIN.DEPFYFFER
XREFS:



April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5F Existing Electrical

LEGEND

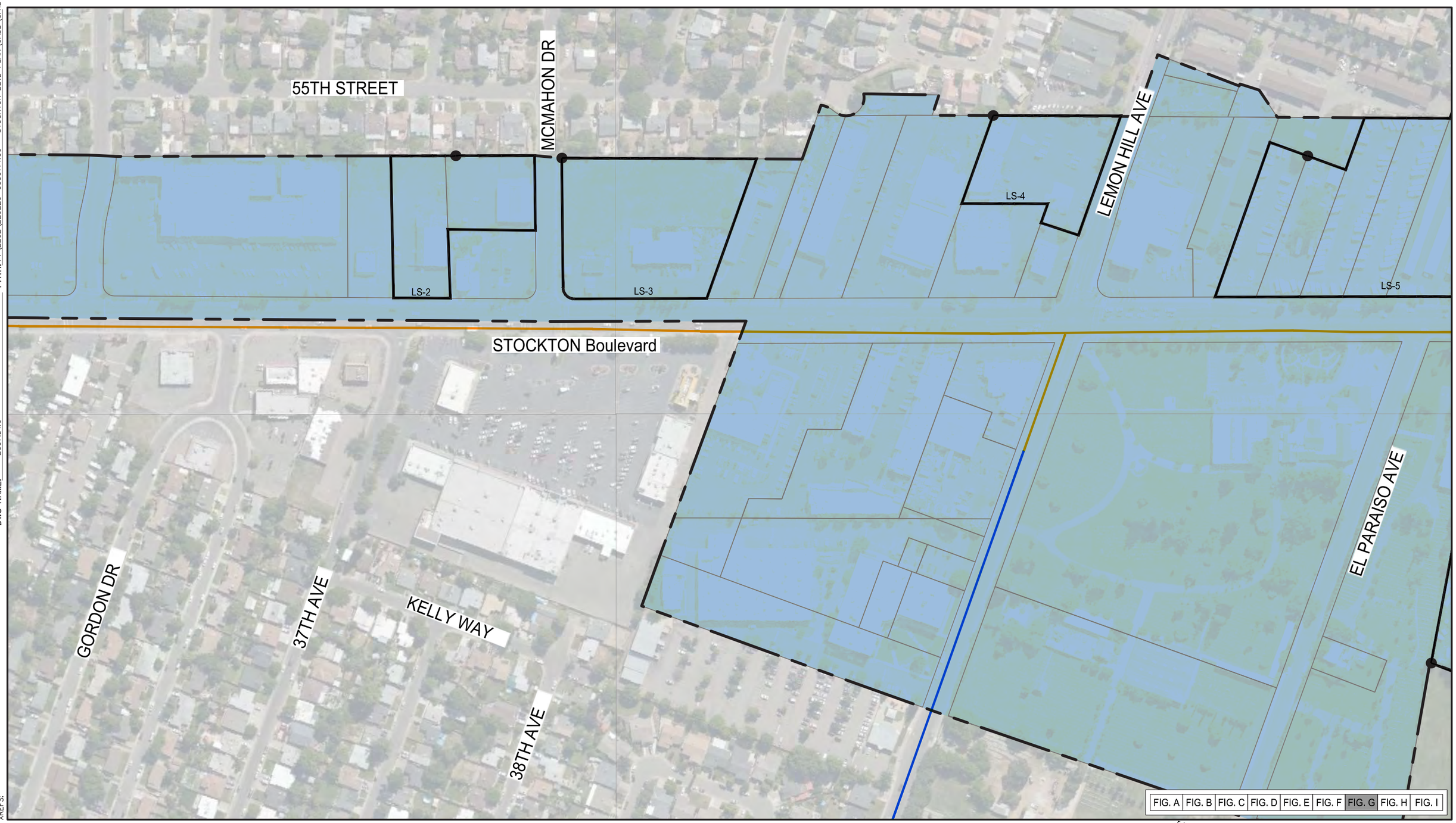
- Opportunity Areas
- Pipeline Project
- Community Commercial Center (CCC)
- Little Saigon (LS)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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KEVIN.DEPFYFFER
XREFS:



April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5G Existing Electrical

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

0 200' 400'

N V 5

CITY OF SACRAMENTO FOUNDED IN 1849

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DATE: 4/26/22 TIME: 9:54:37 AM
DWG NAME: EC08.DWG
XREFS: KEVIN.DEPFYFFER

DIAS AVE
48TH AVE
LS-5
LS-8
LS-10
LS-12
STOCKTON Boulevard
LS-6
LS-7
LS-9
LS-11
LS-14
LS-13
47TH AVE
WIRE DRIVE
DALLAS WAY
JIMOLENE DR
RIZA AVE
BURDETT WAY

FIG. A | FIG. B | FIG. C | FIG. D | FIG. E | FIG. F | FIG. G | FIG. H | FIG. I

April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5H Existing Electrical

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

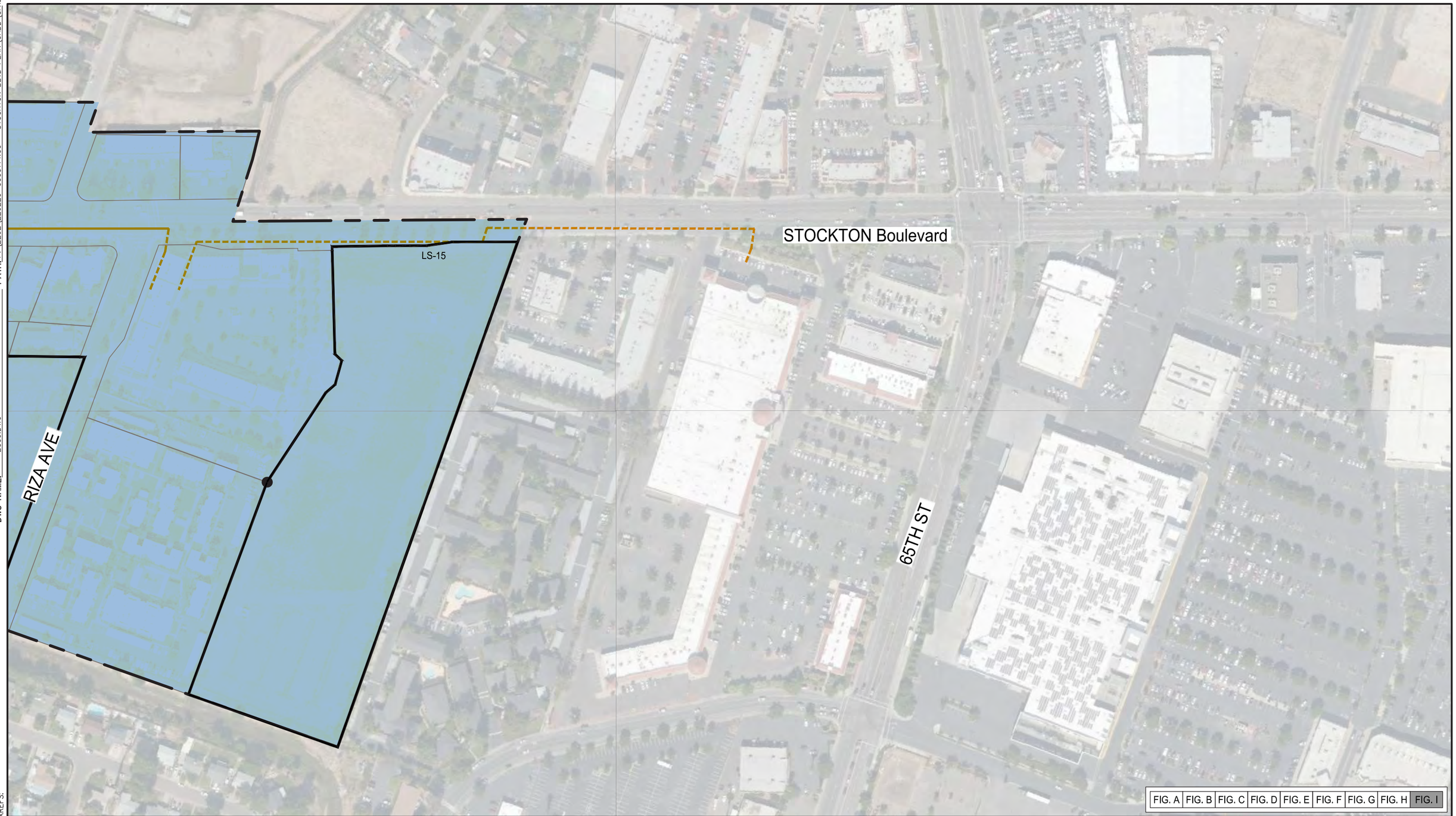
N E S W

0 200' 400'

NV5

CITY OF SACRAMENTO FOUNDED IN 1849

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XREFS: KEVIN.DEPFYFFER



April 2022

Stockton Boulevard Plan
Infrastructure Analysis
Figure 5I Existing Electrical

LEGEND

- Opportunity Areas
- Pipeline Project
- Little Saigon (LS)
- 12kV Overhead
- 12kV Underground
- 21kV Overhead
- 21kV Underground
- 69kV & 12kV Overhead
- 69kV & 12kVUnderground
- 69kV Overhead
- 69kV Underground

N E S W

0 200' 400'

NV5

CITY OF SACRAMENTO FOUNDED IN 1849

TELECOMMUNICATIONS

General

Within the SBP area there are numerous telecommunications providers. The following are the main providers for telephone and cable services.

AT&T – Telecommunications

AT&T supplies local and long distance telephone service, and also data communications, in most of the Sacramento area. The SBP area is served by the Main Wire Center at 14th and J Streets.

AT&T serves the SBP area with a combination of overhead and underground conduit systems. The main lines are generally located in the streets.

Recently-developed properties often place the aerial facilities underground, generally in a joint trench with other dry utilities along the street frontage or in an alley. Cabling in underground conduits can be either copper wire or fiber optic cable.

Comcast/AT&T Broadband

Comcast provides cable television service in the Sacramento area. AT&T Broadband leases conduit space and fiber optic cable capacity from Comcast in the SBP area.

Comcast serves the Sacramento area with a combination of underground and overhead fiber optic and copper coaxial cable. The signal is generated at a downtown site on N Street near the Capitol and is distributed to hub sites throughout the service area, from which local service is distributed.

City of Sacramento

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. The network consists of approximately 160 miles of underground fiber optic cables and conduits that transverse the main corridors of the City. The fiber network currently enables the City to run efficient operations and reduces operational costs, while expanding capabilities. The telecommunications system consists of single or multiple underground conduits, pull boxes, and utility vaults that are interconnected with the traffic signals, utility services, and various City facilities. Within the SBP area this system is located along the length of the Stockton Boulevard corridor.

The following link shows how the Public Works - Transportation Division utilizes this infrastructure: http://www.cityofsacramento.org/Public-Works/Transportation/Traffic-Signals/Traffic-Operations-Center

Proposed Telecommunications

Telecommunications providers have indicated the existing system within the SBP area should be sufficient to serve the proposed projects and opportunity sites with relatively minor additions. In general, service to each of the new sites will be coordinated with the main electrical service in a common joint trench. Typically, a few 2-inch conduits will be added to the joint utility trench for service to the projects.

PROBABLE ESTIMATE OF CONSTRUCTION COSTS

The costs presented here to construct the infrastructure necessary for the DPB Plan Area are intended for planning level only. They include the general costs for infrastructure to support the overall buildout of the catalyst sites in the DPB Plan Area using today's (2021) dollars.

This estimate is not intended to be utilized for the actual costs for specific projects. The final costs for each specific project will need to be estimated separately and could be considerably different than those shown here due to the uncertainty of the order, timing and scope of the actual development to be constructed. The estimates have been developed solely to give interested parties a magnitude of the scale of the costs of improvements.

The unit costs for the other infrastructure items were based on actual costs of recent development within the Sacramento, planning level costs utilized by various City departments as well as engineering judgment. Final unit costs for each specific project will depend on the actual labor and materials costs for the conditions at the time of construction. These conditions might include the scope of the development and scheduled project completion.

The estimates are generally separated into the corresponding infrastructure report for the different utilities. For each utility the estimates have been divided either along the major boundaries as for sewer and storm drainage, or by the corresponding Station area. Assumptions and clarifications for the costs are noted at the bottom of the individual sheets.

PROBABLE ESTIMATE OF CONSTRUCTION COSTS

WATER DISTRIBUTION SYSTEM COSTS

DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT PRICE	AMOUNT
WATER DISTRIBUTION SYSTEM				
1. Water, 8" (Incl. fittings)	1,753	LF	$210.00	$368,130
	Subtotal			$368,130
Mobilization/Demobilization	5%			$18,407
Subtotal				$386,537
Contingency	25%			$96,634
Estimated Construction Cost				**$483,171**
Project Delivery	15%			$72,476
TOTAL WATER DISTRIBUTION				**$555,646**

APPENDIX A: LAND USE SUMMARY

								Scenario 1 Townhouses or Multi-plex					Scenario 2 Garden Style MF					Scenario 3 Urban walk-up MF					Scenario 4 Midrise MF						Scenario 5 Commercial Only		
Subarea	Site ID	APN(s)	Assumed Development Type	TOTAL #Units	TOTAL Commercial SF	GIS (Acres)	Max FAR	Density Assumption (du/ac)	% of Site Acreage	#Units	Average Unit Size (SF)	FAR Implication	Density Assumption (du/ac)	% of Site Acreage	#Units	Average Unit Size (SF)	FAR Implication	Density Assumption (du/ac)	% of Site Acreage	#Units	Average Unit Size (SF)	FAR Implication	Density Assumption (du/ac)	% of Site Acreage	#Units	Average Unit Size (SF)	Commercial SF	FAR Implication	Commercial SF	% of Site Acreage	FAR Assumption
Entry to Midtown	EM-1	007-0362-001	Townhouses	9	-	0.49	4.0	18	100%	9	2000	0.83	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	0%	0	1000	0	0.00	0	0%	0.25
Entry to Midtown	EM-2	007-0363-027 007-0363-028	Urban Walk-up Multifamily	0	22,353	0.68	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	0%	0	1000	0	0.00	22353	100%	0.75
Medical Center Campus	MCC-1	014-0013-003 014-0013-026	Urban Walk-up Multifamily	25	-	0.68	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	100%	25	900	0.83	95	0%	0	1000	0	0.00	0	0%	0.25
Medical Center Campus	MCC-2	014-0031-011 014-0031-039	Townhouses	181	7,370	2.82	4.0	18	40%	20	2000	0.33	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	60%	161	1000	7370	1.60	0	0%	1.25
Medical Center Campus	MCC-3	014-0121-030 014-0121-031	Midrise Multifamily/Mixed Use	167	7,655	1.76	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	100%	167	1000	7655	2.67	0	0%	0.25
Medical Center Campus	MCC-4	011-0191-013 011-0191-015 011-0193-003 011-0193-004 011-0200-057	Pipeline Project	200	-	7.85	4.0																							
Medical Center Campus	MCC-5	014-0123-004 014-0123-005	Townhouses	4	-	0.22	4.0	18	100%	4	2000	0.83	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	0%	0	1000	0	0.00	0	0%	0.25
Traditional Neighborhoods Commercial Storefronts	TNCS-1	014-0194-002 014-0194-004 014-0194-005 014-0194-006 014-0194-012 014-0194-013 014-0194-014	Midrise Multifamily/Mixed Use	138	6,337	1.45	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	100%	138	1000	6337	2.67	0	0%	0.25
Traditional Neighborhoods Commercial Storefronts	TNCS-2	015-0041-017 (part)	Townhouses	3	-	0.17	4.0	18	100%	3	2000	0.83	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	0%	0	1000	0	0.00	0	0%	0.25
Traditional Neighborhoods Commercial Storefronts	TNCS-3	014-0223-004	Pipeline Project	67	-	1.23	4.0																							
Traditional Neighborhoods Commercial Storefronts	TNCS-4	015-0113-055	Townhouses	4	-	0.23	4.0	18	100%	4	2000	0.83	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	0%	0	1000	0	0.00	0	0%	0.25
Traditional Neighborhoods Commercial Storefronts	TNCS-5	014-0222-069	Pipeline Project	130	-	1.52	4.0																							
Traditional Neighborhoods Commercial Storefronts	TNCS-6	015-0181-052 (part)	Pipeline Project	99	1,250	0.64	4.0																							
Traditional Neighborhoods Commercial Storefronts	TNCS-7	014-025-2022	Townhouses	2	-	0.10	4.0	18	100%	2	2000	0.83	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	0%	0	1000	0	0.00	0	0%	0.25
Traditional Neighborhoods Commercial Storefronts	TNCS-8	014-0293-005 014-0293-006 014-0293-007 014-0293-008 014-0293-009 014-0293-010 014-0293-011 014-0293-012	Midrise Multifamily/Mixed Use	105	12,000	1.11	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	100%	105	1000	12000	2.82	0	0%	0.25
Traditional Neighborhoods Commercial Storefronts	TNCS-9	014-0294-021 014-0294-022	Mix of Townhouses, Urban Walk-up, Vertic	14	4,000	0.47	4.0	18	30%	3	2000	0.24	24	0%	0	1000	0.00	36	70%	12	900	0.58	95	0%	0	1000	0	0.00	4000	N/A	0.19
Traditional Neighborhoods Commercial Storefronts	TNCS-10	021-0021-023 021-0021-024 021-0021-025	Urban Walk-up Mixed Use	16	3,000	0.45	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	100%	16	900	0.83	95	0%	0	1000	0	0.00	3000	N/A	0.15
Traditional Neighborhoods Commercial Storefronts	TNCS-11	021-0023-001	Urban Walk-up Mixed Use	15	3,000	0.42	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	100%	15	900	0.83	95	0%	0	1000	0	0.00	3000	N/A	0.17
Traditional Neighborhoods Commercial Storefronts	TNCS-12	021-0023-047 021-0023-052 021-0023-053	Urban Walk-up Mixed Use	24	3,000	0.66	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	100%	24	900	0.83	95	0%	0	1000	0	0.00	3000	N/A	0.10
Traditional Neighborhoods Commercial Storefronts	TNCS-13	021-0201-025 021-0201-034 (part) 021-0201-035	Midrise Multifamily/Mixed Use	149	6,838	1.57	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	100%	149	1000	6838	2.67	0	0%	0.25
Community Commercial Center	CCC-1	022-0280-029	No Development/Keep on List	0	-	0.71	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	0%	0	1000	0	0.00	0	0%	0.25
Community Commercial Center	CCC-2	022-0310-001 (part) 022-0310-003 (part) 022-0310-004	Midrise Multifamily/Mixed Use	257	11,761	2.70	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	95	100%	257	1000	11761	2.67	0	0%	0.25
Community Commercial Center	CCC-3	023-0026-026	Pipeline Project	200	-	7.96	4.0																							
Community Commercial Center	CCC-4	023-0026-027 023-0111-025 023-0111-026 023-0111-028 023-0111-029 023-0111-030 023-0111-031 023-0211-001	Urban Mixed Use Village	686	136,866	15.71	4.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	33%	189	900	0.28	95	33%	497	1000	22811	0.89	114055	33%	0.50
Little Saigon	LS-1	026-0073-004 026-0073-005 026-0073-006 026-0073-007 026-0073-008 026-0073-003 (County) 026-0073-014 (County) 026-0073-017 (County)	Pipeline Project	116	11,400	5.80	2.0																							
Little Saigon	LS-2	027-0181-011 027-0181-014	Horizontal Mixed Use (Townhomes, Retail)	22	4,440	1.63	2.0	18	75%	22	2000	0.62	24	0%	0	1000	0.00	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	4440	25%	0.25
Little Saigon	LS-3	027-0271-012	Midrise Multifamily/Mixed Use	174	15,000	2.67	2.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	65	100%	174	1000	15000	1.89	0	0%	0.25
Little Saigon	LS-4	038-0011-096	Townhouses	25	-	1.39	2.0	18	100%	25	2000	0.83	24	0%	0	1000	0.00	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	0	0%	0.25
Little Saigon	LS-5	038-0081-007 038-0081-008 038-0081-019 038-0081-020 038-0161-005 038-0161-008	Horizontal MU (garden apartment, retail)	68	31,038	5.70	2.0	18	0%	0	2000	0.00	24	50%	68	1000	0.28	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	31038	50%	0.25
Little Saigon	LS-6	037-0310-002	Horizontal MU (garden apartment, retail)	71	17,310	4.54	2.0	18	0%	0	2000	0.00	24	65%	71	1000	0.36	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	17310	35%	0.25
Little Saigon	LS-7	037-0310-023 037-0310-026	Midrise Multifamily/Mixed Use	221	13,777	3.16	2.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	70	100%	221	1000	13777	2.00	0	0%	0.25
Little Saigon	LS-8	038-0191-001 038-0191-002 038-0191-025 038-0191-028	Midrise Multifamily/Mixed Use	217	10,718	4.92	2.0	18	50%	44	2000	0.41	24	0%	0	1000	0.00	36	0%	0	900	0.00	70	50%	172	1000	10718	1.00	0	0%	0.25
Little Saigon	LS-9	039-0241-025	Midrise Multifamily/Mixed Use	42	2,628	0.60	2.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	70	100%	42	1000	2628	2.00	0	0%	0.25
Little Saigon	LS-10	040-0021-001 040-0021-003 040-0021-030 040-0021-031 040-0021-032	Midrise Multifamily/Mixed Use	168	7,530	4.32	2.0	18	60%	47	2000	0.50	24	0%	0	1000	0.00	36	0%	0	900	0.00	70	40%	121	1000	7530	0.80	0	0%	0.25
Little Saigon	LS-11	039-0241-021 039-0241-023	Garden-style Apartments	91	-	3.79	2.0	18	0%	0	2000	0.00	24	100%	91	1000	0.55	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	0	0%	0.25
Little Saigon	LS-12	040-0031-024 (part)	Garden-style Apartments	33	-	1.37	2.0	18	0%	0	2000	0.00	24	100%	33	1000	0.55	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	0	0%	0.25
Little Saigon	LS-13	039-0171-019 039-0171-024 039-0171-025 039-0171-031 039-0171-046	Garden-style Apartments	190	-	7.90	2.0	18	0%	0	2000	0.00	24	100%	190	1000	0.55	36	0%	0	1000	0.00	70	0%	0	1000	0	0.00	0	0%	0.25
Little Saigon	LS-14	039-0171-033	Commercial Retail	0	4,683	0.43	2.0	18	0%	0	2000	0.00	24	0%	0	1000	0.00	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	4683	100%	0.25
Little Saigon	LS-15	039-0201-012 (part)	Horizontal MU (garden apartment, retail)	145	28,162	8.62	2.0	18	0%	0	2000	0.00	24	70%	145	1000	0.39	36	0%	0	900	0.00	70	0%	0	1000	0	0.00	28162	30%	0.25
TOTAL				**4,077**	**372,115**	**108.47**				**183**					**598**					**280**					**2205**	**124425**		**235039**		
TOTAL - PIPELINE				**3,265**	**359,465**	**83.47**																								

Appendix E:

Facilities Financing Options

Introduction

The Stockton Boulevard Specific Plan (Project) establishes a long-term vision and strategy for redeveloping and transforming Stockton Boulevard into a thriving corridor with equitable outcomes for existing residents and businesses.

This chapter provides an overview of identified Facility improvements necessary to serve projected growth in the Specific Plan Area. In addition, this chapter identifies the estimated cost of Facility improvements and describes both existing and potential new funding sources that may be used to fund Facility improvements.

Specific Plan Area Land Uses

The Specific Plan Area comprises approximately 420 acres (424 parcels), with about 280 acres of commercially zoned property along a 4.8-mile segment of Stockton Boulevard in the City, spanning from Alhambra Boulevard to the north to the City's southern boundary to the south. The Specific Plan Area is estimated to include 60 vacant parcels totaling almost 49 acres, or 14 percent of the total acreage.

There are 6 development Pipeline projects located in the Specific Plan Area and an additional 33 proposed Opportunity Sites that have been identified as being likely to redevelop. Among these Pipeline Projects and Opportunity Sites, the Specific Plan Area is anticipated to accommodate an additional 4,077 residential dwelling units, ranging in density between 18.5 and 95 dwelling units per acre, and up to 372,115 square feet of commercial uses. For an explanation of these land uses, refer to Chapter 2 Land Use and Community Character.

Development of the Specific Plan Area is expected to proceed irregularly and on a project-by-project basis as individual development projects move forward with development plans. There may be variations from this land use program as development actually occurs. As such, land uses, and associated infrastructure needs, may require periodic review.

Facilities Definitions

The term "Backbone Infrastructure" often is used to describe all publicly owned facilities. This chapter uses the following definitions to define these items more precisely:

- **Backbone Infrastructure** includes most of the essential public service-based infrastructure including roadways and improvements underneath public roadways (such as storm drainage, sanitary sewer, and water facilities). Backbone Infrastructure is sized to serve numerous individual development projects and, in some cases, serves adjacent development areas. The definition of Backbone Infrastructure excludes infrastructure improvements necessary to serve individual project sites; these improvements are typically funded privately by project developers.
- **Public Facilities** include amenities to the Project (e.g., parks) or house employees and equipment providing services to the area (e.g., police and fire facilities).
- **Facilities** generically refers to Backbone Infrastructure and Public Facilities when a precise breakdown is not required.

Facilities Funding Principles

To achieve the goal of ensuring the public infrastructure in the Specific Plan Area will be funded and delivered in time to meet Specific Plan Area needs, the City has established the following funding principles to guide a future Financing Strategy for funding Facilities:

1. A Funding Strategy will provide the framework to ensure all backbone infrastructure and public facilities necessary for public health, safety, and welfare are constructed in accordance with the City's development standards in a timely manner to support development in the Specific Plan Area.
2. A Funding Strategy will identify the specific maintenance services required in the Specific Plan Area and identify appropriate funding sources, both existing and proposed.
3. New development will fund the proportionate share of Facility improvements traditionally funded in new development projects and carried costs exceeding respective fair shares will be subject to various credit and reimbursement mechanisms.
4. Developers may be required to advance fund or construct significant portions of Facility improvements exceeding their proportionate share. Such developers may seek private financing necessary to carry such improvement costs to the extent public financing is not available and to fund the developers' own share of such costs.
5. Because it is impossible to precisely predict the manner in which development of the Specific Plan Area will unfold, absorption of the projected land uses, and therefore the timing of improvement requirements, the various components of a Funding Strategy may require regular updates to reflect changes in land use and improvement assumptions.
6. The City may, in accordance with prudent fiscal judgment, provide tax-exempt municipal financing to defray financing costs for public facilities. Any public debt issued by the City must meet all City debt policies and not adversely affect the City's credit rating.
7. The actions contemplated herein by the City are subject to the legislative discretion of the City at the time of approval and must be in compliance with all applicable laws and regulations.

Specific Plan Area Facilities

The Specific Plan Area contains a variety of existing and planned future Backbone Infrastructure, including roads, sewer, storm drainage, water, dry utilities, and various other Public Facilities. Table E-1 provides a preliminary summary of these Facilities and the responsible agencies.

Table E-1. Summary of Specific Plan Area Facilities and Service Providers

Public Facility/Service	Service Provider
Backbone Infrastructure	
Roadways	City of Sacramento
Wastewater and Storm Drainage	City of Sacramento Regional County Sanitation District Sacramento Area Sewer District
Water	City of Sacramento
Dry Utilities: Natural Gas	Pacific Gas & Electric
Dry Utilities: Electricity	Sacramento Municipal Utility District
Dry Utilities: Telecommunications	AT&T; Comcast; City of Sacramento
Public Facilities	
Parks and Open Space	City of Sacramento
Law Enforcement	City of Sacramento Police Department
Fire Protection	City of Sacramento Fire Department
Library	Sacramento Public Library Authority
Schools	Sacramento City Unified School District
Transit	Regional Transit (RT)

Backbone Infrastructure

Utilities

A preliminary planning-level assessment of utility infrastructure in the Specific Plan Area evaluated whether the Specific Plan Area contained any known infrastructure deficiencies and offered recommended system improvements based on the level of projected growth in the Specific Plan Area. The utility infrastructure assessment evaluated the following Backbone Infrastructure:

- Wastewater and storm drainage facilities.
- Water facilities.
- Dry utilities (natural gas, electrical, and telecommunications).

Based on an assessment of utility infrastructure in the Specific Plan Area, the area is generally well-served by existing Backbone Infrastructure. At this time, projected new development in the Specific Plan Area will require minimal, new Backbone Infrastructure improvements. A summary of existing conditions and recommended system improvements is described in Appendix D.

Transportation

The City recently completed a Corridor Study to establish a vision, set of improvements, and preliminary costs related to transportation investments along Stockton Boulevard. The City approved the Stockton Boulevard Corridor Plan in September 2021, which includes improvements to safety, mobility, and the community as identified in Table E-1 and described in more detail in the Stockton Boulevard Corridor Plan (Appendix F).

Public Facilities

Parks

The City has identified park improvements for the Specific Plan Area, as described below:

- **21st Avenue Median.** The City is leading a master plan process and engaging with the community in ongoing discussions related to the planning and analysis of converting the 21st Avenue median into a recreational amenity.
- **Lawrence Park.** The City's Park CIP includes renovations to Lawrence Park, including a shade canopy over the playground, new access pathway through the park for ADA accessibility, additional picnic stations, outdoor seating, 35 new trees, and volleyball courts, table tennis, and corn hole.

The City may identify additional parks and open space improvements to serve Specific Plan Area residents.

Other Public Facilities

Through subsequent implementation steps, the City may identify other Public Facilities, including police, fire, transit, and library facilities, needed to serve Specific Plan Area residents.

Summary of Estimated Planning-Level Facility Costs

Utilities

Cost estimates for improvements with an identified funding source (i.e., development impact fee program revenue) have been identified as part of the City's CIP or will be prepared by the City or a licensed civil engineer.

Unfunded water improvements identified to serve projected development in the Specific Plan Area are estimated to be **$556,000** (2022 dollars) and include a 25 percent cost contingency on all improvements. The improvements and costs described in this study are based on a preliminary planning-level utilities assessment, prepared by NV5 (February 2022). These unfunded improvements will require a new funding source from the options listed later in this chapter.

Transportation

As described in the City Corridor Study, transportation improvements are estimated to be **$92.0 million** (2020 dollar cost estimates, escalated to 2022 dollars) and include a 35 percent cost contingency on all improvements.[1]

Corridor Study improvements will rely on State and federal grants to implement, although competition is strong, and grants require matching local funds. Typical awards for corridor improvements range from $3 million to $9 million, depending on the administering agency. When the grant programs become available, the City identifies a segment for which to request funding based on the program and its typical award amounts. If successful in receiving grant awards, it can take between 4 and 7 years to perform the design, environmental clearance, and right of way and be ready for construction.

Public Facilities

Cost estimates for needed Public Facilities in the Specific Plan Area have been identified as part of the City's CIP or will be prepared by the City or a licensed civil engineer.

Facilities Funding Options

The funding of needed Facilities will rely on a combination of private and public sources. Most improvements identified in the utility assessment prepared for the Specific Plan Area are site-specific and will be the funding responsibility of the developer moving forward with a development project. Other funding may be available from the City or other public sources to defray these improvement costs, although no sources have been identified at this time.

1 Original Corridor Study cost estimates of $81.1 million, escalated to current dollars using the California State Department of General Services California Construction Cost Index percentage change from December 2020 to December 2021. Original cost estimate prepared by Nelson\Nygaard, November 2020.

There are improvements that are not anticipated to be funded through private development but rather through public sources (i.e., City, State, and federal sources) or other sources to be determined. These include the water and transportation improvements described previously.

An overview of available funding sources to fund Specific Plan Area Facilities is provided below:

- **Specific Plan Area Developer Funding.** Funding and financing sources originating from private development in the Specific Plan Area include the following subcategories: developer funding via payment of existing development impact fees and private developer funding.
- **Local Funding.** This category includes funding sources that are under the control of the City and may include City development impact fee programs to the extent that fee payments generated by development outside the Specific Plan Area are available to fund related Facilities. The City may consider other funding options, including the formation of a land-secured financing district, an Enhanced Infrastructure Financing District (EIFD), or other source.
- **Regional, State, and Federal Funding.** Funding sources, such as grants or loans, from State, federal, or other agencies to which the City may have to apply.

Specific Plan Area Developer Funding

Existing Development Impact Fee Programs and Charges

- Private development projects in the Specific Plan Area will be subject to applicable City and Other Agency development impact fees in place at the time of acceptance of the building permit application. Revenues generated through existing fee programs may be available to directly fund Backbone Infrastructure and Public Facilities identified for the Specific Plan Area, to the extent improvements have been or will be identified in CIPs. Existing City and other agency fee programs are described in Table E-2.[2]

Development projects in the Specific Plan Area with new affordable dwelling units may qualify for reduced or a $0 rate for City impact fees, including water, CSS, park, and housing impact fees. In addition, accessory dwelling units (ADUs) are not subject to the City's housing impact fee, and smaller ADUs (<750 square feet) are not subject to any impact fees. While development impact fees are necessary to support public infrastructure, payment of development impact fees may constitute a barrier for the construction of affordable housing and ADUs.[3]

2 City building permit and other processing fees are excluded from this list.

3 City of Sacramento, Reduction of Development Impact Fees for New Affordable Dwelling Units. https://www.cityofsacramento.org/Community-Development/Resources/Reduction-of-Development-Impact-Fees-for-New-Affordable-Dwelling-Units. Accessed March 2022.

Table E-2. Summary of Existing City and Other Agency Fee Programs Applicable to Specific Plan Area Development

City Fees	Other Agency Fees
Transportation Development Impact Fee (TDIF)	Sacramento City Unified School District (SCUSD) School Mitigation Fee
CSS Development Impact Fee	Sacramento Area Flood Control Agency (SAFCA) Development Impact Fee
Water Development Fee	SASD Sewer Impact Fee
Park Impact Fee (PIF)	Regional San Impact Fee
Standard PIF (For Neighborhood/ Community Park Development)	Sacramento Transportation Au-thority (STA) Measure A Fee
• Citywide PIF (For citywide-serving parks, including regional parks, community centers, and aquatic centers)	
• Housing Impact Fee/Housing Trust Fund Fee	

Private Financing, Agreements, and Partnerships

Developers commonly fund infrastructure requirements privately. Private funding includes capital provided by private developers through debt financing, equity, or a combination of both. In some cases, area-serving infrastructure (not fully the responsibility of a particular developer) can be privately financed. These cooperative arrangements are typically structured in development agreements or reimbursement agreements. This upfront infrastructure development may be fully or partially refunded, using subsequently collected development impact fees, special tax bond proceeds, or other city funding sources. These arrangements tend to be available during times of strong market performance. In weaker markets or locales, it may be difficult to obtain such private financing.

Local Funding

General Obligation Bond

A general obligation (GO) bond is a type of municipal bond that is secured by a state or local government's pledge to use legally available resources, most typically including property tax revenues, to repay bond holders. GO bonds are restricted to defined capital improvements. Creation of general obligation bonds requires two-thirds voter approval if the issuance is for non-educational purposes.

The incidence of burden of general obligation bonds is upon all property owners in the issuing jurisdiction proportional to the value of their property. Because property owners are usually reluctant to risk losses because of unpaid property tax bills, credit rating agencies often consider a GO pledge to have very strong credit quality and frequently assign them investment grade ratings. If local property owners do not pay their property taxes on time in any given year, a government entity is required to increase its property tax rate by as much as is legally allowable in a following year to make up for delinquencies. In the interim between the taxpayer delinquency and the higher property tax rate in the following year, the GO pledge requires the local government to pay debt service coming due with its available resources. In California, cities must secure a two-thirds voter approval to issue GO bonds.

Economic Considerations

General obligation bonds allow public entities to finance at a low fixed rate over the useful life of the asset. However, general obligation bonds are limited to capital improvement expenditures

and also are limited in their use to the precise purposes outlined in the authorizing ballot measure. General obligation bonds are commonly restricted to particular capital uses (e.g., street improvements, drainage improvements, parks and recreation).

Revenue Bond

Revenue bonds are payable solely from net or gross non-ad valorem tax revenues derived from General Fund revenues, tax increment revenues, rates or tolls, fees or charges, or rents paid by users of the facility constructed with the proceeds of the bond issue. However, it should be noted that governments typically pay higher rates when they borrow through revenue bonds rather than GO bonds.

Economic Considerations

Revenue bonds are limited to enterprise-related expenditures and to the precise purposes outlined in the authorizing bond instrument. Revenue bonds also are limited by the rate base, as utility rates must conform to Constitutional and statutory requirements (e.g., Proposition 218).

New Sales Tax Measure

Under California Sales and Use Tax Law, State and local sales taxes are imposed on retailers—and typically passed along to the consumer—for the privilege of selling tangible personal property in the State. The authority to levy local sales taxes was established through the Bradley-Burns Uniform Sales and Use Tax Law (Bradley-Burns) passed by the State legislature in 1955 (taking effect January 1, 1956).[4] The Bradley-Burns law created a uniform local sales tax rate of 1.25 percent among cities and counties choosing to levy the tax and required that sales taxes be collected by the State and distributed on a situs basis. As of January 2022, the State imposes a combined State and local sales tax rate of 7.25 percent and allows municipalities and districts to assess an additional local tax rate of up to 3.0 percent (for a total tax rate of 10.25 percent).

The City's sales tax rate is 8.75 percent. The City may consider a citywide sales tax rate increase (typically 0.25 to 0.50 percent) to fund Project-specific infrastructure. Because the sales tax revenues would be used to fund a specific project, this would be considered a special tax and would require two-thirds voter approval. If a sales tax measure is approved, funding can be used to fund infrastructure using a "pay-as-you-go" approach, as a source of reimbursement, or to support a municipal bond issuance.

Economic Considerations

Use of various general fund sources to support infrastructure investments including repair and replacement of existing infrastructure, as well infrastructure that serves new development, requires little additional administrative effort and is typically secure given the broad range of revenue sources pledged to the financing. However, the use of existing General Fund revenue is limited by current demands to support ongoing operations.

The incidence of burden falls to those paying the taxes or rates. That is, sales taxes are paid by residents, businesses, employees, and visitors. The rationale for this payer burden is that these residents, businesses, employees, and visitors will benefit from the investments made in infrastructure and development.

Parcel Tax

Parcel taxes are a form of property tax, which must be paid by the owners of parcels of real estate. However, unlike standard property taxes, which are based on the value of the property, a parcel tax is an assessment based on the characteristics of the parcel. Taxing districts have created assessments that range from flat amounts per parcel to assessments based on parcel lot square

4 For statutory provisions regarding the Bradley-Burns Uniform Local Sales and Use Tax Law, refer to Revenue and Taxation Code §7200 et seq.; for the provisions regarding State sales and use taxes, refer to Revenue and Taxation Code §6001 et seq.

footage or building square foot. Some taxing districts have assessed residential parcels using one method and nonresidential parcels using another method.

Based on Proposition 218 (approved by State voters in 1996), local taxing districts can levy this type of non-ad valorem tax if a super majority of two-thirds of the voters approve.[5] If a parcel tax is approved, a GO bond could be issued against the future revenue stream to generate upfront funding.

Economic Considerations

Parcel taxes (and special taxes) create an opportunity for voters to decide to pay for municipal services or facilities that they deem important. With a broad funding base and strict allocation rules, the taxpayers can assure that funding will be used as intended. However, parcel taxes (and special taxes) are limited to the purposes for which they were approved. They also are commonly subject to a "sunset" date, and must be re-authorized periodically to maintain funding.

Capitalizing Leases (Certificates of Participation)

Capitalizing leases, most commonly Certificates of Participation (COP), are typically used by government agencies for construction or improvement of public facilities. By use of a lease-type repayment structure, the monies needed to fund these building projects do not (by California State law) constitute public debt and do not require voter approval. Usually, a public entity enters into a tax-exempt lease-purchase with a lessor and the lessor provides the agreed-on public facility. As new financing needs emerge and market conditions change, government agencies often find that their leasing powers provide more expedient access to the capital markets than the more restricted powers to incur debt.

Economic Considerations

Cities can use capitalizing leases to provide upfront funding for projects needed to facilitate economic development, for example providing "bridge" financing for an infrastructure project, through the issuance of tax-exempt bonds. However, the arrangement present in COPs between a public entity and a lessor is complex and issuance costs are higher than those for general obligation bonds.

Land-Secured Funding and Financing

There is a long history in California and elsewhere in the United States of using land-secured financing methods to fund local infrastructure or provide services that benefit a particular area (ranging from an entire jurisdiction to subareas of all sizes), including special benefit assessment districts and Mello-Roos Community Facilities Districts (CFDs).

Special Benefit Assessment Districts

Special benefit assessment districts are a way of creating a property-based assessment on properties that benefit from a specific public improvement. The formation of assessment districts requires majority approval of the affected property owners. Benefit assessments can fund a wide range of infrastructure improvements as long as a direct and measurable benefit can be identified for the benefitting properties. There are numerous forms of special benefit assessments in the California statutes, including the Municipal Improvement Act of 1913, Lighting and Landscape Maintenance Districts, and others. In 1996, Proposition 218 effectively eliminated the use of Assessment Districts in California by limiting the methods by which local governments may exact revenues from taxpayers without their consent. In addition, recent court rulings (Silicon Valley Taxpayers' Assn., Inc. v. Santa Clara County Open Space Authority, 44 Cal. 4th 431 (Cal. 2008)) have tightened the requirements for demonstration of "special benefit," thus further reducing the flexibility and utility of assessment districts. Most recent land-secured financings have been Mello-Roos CFDs.

Mello-Roos Community Facilities Districts

5 A non-ad valorem tax is one that is not based on the value of the property that is being taxed.

The Mello-Roos Community Facilities Act of 1982 (authorized by Section 53311 et seq. of the Government Code) enables the formation of a CFD by local agencies with two-thirds voter approval (or landowner approval when there are fewer than 12 registered voters in the proposed district) for the purpose of imposing special taxes on property owners. The resulting special tax revenue can be used to fund capital costs or operations and maintenance expenses directly, or they may be used to secure a bond issuance, the proceeds of which are used to fund capital costs. Because the levy is a tax rather than an assessment, the standard for demonstrating the benefit received is lower, thus creating more flexibility. CFDs have become the most common form of land-secured financing in California.

As special taxes and tax overrides approach or exceed ½ percent of assessed value annually, on top of the basic 1 percent property tax rate, there is a heightened risk of value impacts shifting to home and land prices (which offsets benefits associated with the additional special taxes). Cities using CFDs often adopt policies that regulate how they are used and the various limits and considerations to be applied in creating CFDs.

Economic Considerations

Land-secured financing provides a well-established method of securing relatively low-cost tax exempt, long-term, fixed rate, fully-assumable debt financing. However, there can be challenges associated with establishing measurable and specific benefits to particular properties. In addition, land-secured financing adds financing costs (e.g., cost of issuance and program administration). Further, the financing capacity of a district may be limited in early phases of development and it may be necessary to rely on other sources of infrastructure funding during initial years. Finally, while land-secured financing has been widely used in greenfield development where landowner approval is the norm, achieving a two-thirds voter approval in infill areas typically can be a barrier to use of the tool.

Enhanced Infrastructure Financing Districts

Senate Bill 628 (2014) created the ability for jurisdictions to form Enhanced Infrastructure Financing Districts (EIFDs), and it is the most used form of tax increment financing (TIF) in California. The EIFD bill expanded the scope of eligible uses of funds considerably and lowered the voter/landowner threshold to pass a bond from two-thirds to 55 percent. More recently, legislation streamlined the process for issuing bonds by removing the 55 percent vote initially required of EIFDs (Assembly Bill 116 (2019)). Other legislative amendments have improved EIFDs, including Assembly Bill 733 (2017), which allows EIFDs to fund climate change adaptation projects, and Senate Bill 1145 (2018), which allows EIFDs to fund infrastructure maintenance costs.

EIFDs may be initiated by any affected taxing authority, including a city, a county, or a special district, and are governed by an Infrastructure Financing Plan (IFP). Taxing authorities can devote a portion of their share of property taxes, as well as property tax received in lieu of vehicle license fees (VLF). EIFDs may be used for the purchase, construction, or improvement of any real property with a useful life of at least 15 years inside or outside the district. Eligible uses of EIFD funding must be public capital facilities or other specified projects of "communitywide significance" that provide significant benefits to the district or the surrounding community. These are some examples of allowable projects:

- Highways, interchanges, ramps and bridges, arterial streets, parking facilities, and transit facilities.
- Sewage treatment and water reclamation plants and interceptor pipes.
- Facilities for the collection and treatment of water for urban uses.
- Flood control levees and dams, retention basins, and drainage channels.
- Childcare facilities, libraries, parks, recreational facilities, and open space.

- Facilities for the transfer and disposal of solid waste, including transfer stations and vehicles.
- Brownfield restoration and other environmental mitigation.
- Acquisition, construction, or rehabilitation of housing for persons of low and moderate income.
- Acquisition, construction, or repair of industrial structures for private use.

In 2018, the State passed amending legislation to also allow ongoing maintenance costs to be funded with EIFDs. Senate Bill 1145 (2018) authorizes a district to finance the ongoing or capitalized costs to maintain public capital facilities financed in whole or in part by the district but prohibits the use of proceeds of bonds issued to finance maintenance (i.e., maintenance if funded pay-as-you-go). In addition, a district may not finance the costs of ongoing operations or providing services of any kind.

Economic Considerations

EIFDs redirect property taxes otherwise accruing to the General Fund. The value created by the project is captured and invested in the District. However, only specific types of public investments of community-wide significance may be financed through an EIFDs. EIFDs cannot be used to finance operations and maintenance expenses.

Regional, State, and Federal Funding

There are many potential federal, State, regional, and private sources of grants or loans to fund Facilities in the Specific Plan Area. The City should aggressively pursue all available funding sources from federal, State, regional, and other funding sources. A summary of key funding opportunities is provided below.

Federal Funding Sources

Federal Infrastructure Investment and Jobs Act

Since 2015, one of the primary federal sources of surface transportation funding has been the Fixing America's Surface Transportation (FAST) Act, which provided surface transportation funding for Fiscal Year 2016 through Fiscal Year 2020. The FAST Act was extended through September 30, 2021, but expired at that date. On November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill, was signed into law, which includes funding for surface transportation. Congress passed an updated transportation bill on November 8, 2021, which both secured funding for continuing existing programs and created dozens of new grant programs.

Federal Housing and Urban Development Promise Zones

The Specific Plan Area is located in a designated federal "Promise Zone" and will therefore have priority for federal housing grants.

Federal Community Development Block Grants

Community Development Block Grant (CDBG) funds are distributed by the Department of Housing and Urban Development (HUD). The City manages and identifies funding priorities for projects in the City. Although most of the funding is reserved for the acquisition and rehabilitation of affordable housing, some funding also is available for public improvements (i.e., roads, parks).

State and Regional Funding Sources

State Transportation Improvement Program

State Transportation Improvement Program (STIP) funds are derived from a combination of federal and State sources, including taxes and fees. These funds are divided into 2 programs: the Interregional Transportation Improvement Program (ITIP) and the Regional Transportation Improvement Program (RTIP). To be eligible for RTIP funding, projects must be included in the transportation improvement plan prepared by the regional agency (Sacramento Area Council of Governments), which are submitted to the California Transportation Commission every

other December (odd years). RTIP funding, which represents 75 percent of total STIP funding, goes to local regions through a formulaic process.

California Transportation Commission Local Programs

California Senate Bill 1 (SB 1), enacted in 2017, created several programs for the distribution of funds raised by the imposition of new gas and diesel taxes and vehicle registration fees. The Local Partnership Program appropriates $200 million annually, with 40 percent distributed through a competitive process, and 60 percent distributed through a formulaic process. The Local Streets and Roads program dedicates approximately $1.5 billion annually for road maintenance, rehabilitation, and critical safety projects.

State Strategic Growth Council Funding

The Strategic Growth Council's Affordable Housing and Sustainable Communities Program and Transformative Climate Communities Program provide competitive grants to support affordable housing and related transit and active transportation projects.

Statewide Community Infrastructure Program Financing

The City participates in the Statewide Community Infrastructure Program (SCIP), which is a program provided by the California Statewide Communities Development Authority (CSCDA) to help finance development projects. The SCIP is a pooled tax-exempt bond financing program that can finance impact fees and public improvements for private developments. The bonds are issued by the CSCDA, which is a Joint Powers Authority sponsored by the League of California Cities and the California State Association of Counties.

The SCIP allows property owners to finance certain development impact fees and public improvements through tax-exempt bonds for up to 30 years. Improvements eligible for the SCIP are the following types of facilities: streets and roadways, street lighting, freeway interchanges, parking, pedestrian malls, landscaping, sidewalks, sewer and pipelines, storm drainage, parks and parkways, flood control, bridges and thoroughfares, water supply, bicycle and pedestrian trails, gas supply, and open space and greenbelts. The SCIP is not eligible to be used to support the payment of school, affordable housing in-lieu, fire, and police fees.

State Infrastructure Bank

The I-Bank was created in 1994 to finance public infrastructure and private development that promote a healthy climate for jobs, contribute to a strong economy, and improve the quality of life in California communities. The I-Bank operates pursuant to the Bergeson-Peace Infrastructure and Economic Development Bank Act (Government Code Sections 63000 et seq.).

The I-Bank has broad authority to issue tax-exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and federal funds. The I-Bank's current programs include the Infrastructure State Revolving Fund (ISRF) Program, 501(c)(3) Revenue Bond Program, Industrial Development Revenue Bond Program, Exempt Facility Revenue Bond Program, and Governmental Bond Program. The ISRF Program provides very low-interest rate loans up to $25 million (per applicant) to municipal governments for a wide variety of municipal infrastructure, including infrastructure needed to serve new development. An application is required for these loans, and loans require a stable and reliable source of repayment. If approved, loan repayment can be funded through a commitment of city general fund revenues or a pledge of a particular revenue source, including a citywide tax, land-secured assessment, or special tax levied on a particular area.

Recent changes to the program may increase I-Bank lending to cities without other credit options. Pursuing further opportunities to modify or expand the program, or to create an entirely new

program, could make State-sponsored lending a useful tool for assisting and incentivizing infill development.

Potential Facilities Funding Strategy

Table E-3 provides a conceptual summary of costs and possible funding sources and mechanisms. The ultimate mix of financing mechanisms will be determined in the implementation process, based on final technical analyses of costs, benefits and

Facilities Funding Implementation

The following section outlines the steps to be followed by the City, in cooperation with development interests, to establish the preferred financing mechanisms in a formal Financing Strategy.

The implementation actions have been designed to respond to varying circumstances, including variations in the infrastructure financed and land use development in the Specific Plan Area.

Step 1: Finalize Cost and Phasing Assumptions

Action 1.1: Identify Final Set of Facilities

Before a Financing Strategy can be implemented, the City must provide direction concerning the Backbone Infrastructure and Public Facilities to be financed as part of the Specific Plan Area. A decision regarding the inclusion of one facility or another may have consequences on the financial feasibility of development in the Specific Plan Area or the potential to provide other needed Facilities in the Specific Plan Area.

Table E-3. Summary of Potential Facilities Funding Sources and Uses

Facility	Potential Funding Sources			
	Existing Fee Programs	New Local Funding	Regional, State, and Federal Funding	Private or Other Funding
Backbone Infrastructure				
Roadways	X		X	
Wastewater/Storm Drain.	X			
Water	X	X	X	X
Dry Utilities				X
Public Facilities				
Parks and Open Space	X			X
Law Enforcement				X
Fire Protection				X
Library				X
Schools	X			X
Transit			X	X

Action 1.2: Complete Final Cost Estimates

The City and other interested parties also must establish a final set of Facilities costs that will be financed in the Specific Plan Area. The cost estimates included in this chapter must be considered preliminary and for planning purposes only.

Action 1.3: Establish Infrastructure Phasing Based on Development Priorities

This action serves to ensure that a financially feasible and acceptable Financing Strategy can be created to support development in the Specific Plan Area.

Step 2: Approve a Financing Strategy

Action 2.1: Establish Extent of City and Other Agency Funding Commitments

The City should determine to what extent it will be able to contribute citywide funds to finance new infrastructure in the Specific Plan Area. In particular, the City and other parties should determine which funds are available, including State and federal grants and City impact fee funds.

Action 2.2: Consider and Assemble Financing Mechanisms

The overall logic and premise of the Financing Strategy should be considered and tested to ensure that it is sound and feasible, given the perspective of the involved parties, including the City, landowners, developers, and other agencies.

Action 2.3: Determine the Magnitude and Timing of Funding Needed

The timing and magnitude of costs will determine to what extent land-secured financing or other financing is required and the degree to which it will be possible to fund improvements on a pay-as-you-go basis.

Action 2.4: Prepare and Adopt Preferred Financing Strategy

Based on the outcomes of previous actions, the City should select a preferred Financing Strategy and prepare a Financing Strategy document. The Financing Strategy will provide a framework for funding and implementing need Facilities to serve the Specific Plan Area. Selection of the preferred strategy should be consistent with the policies and principles of the Specific Plan document and provide assurance that necessary funding will be available to fund Facilities, based on financial feasibility analyses that account for industry standards and market conditions and include input from Specific Plan Area developers who will be affected by the strategy.

Step 3: Establish Financing Mechanisms

Implementing the Financing Strategy within the context of overall Specific Plan Area implementation may require that the City establish financing districts. Depending on the strategy developed in concert with property owners, one or more of the following actions may be necessary:

- Prepare and adopt an ordinance for a specific plan development impact fee.
- Prepare and establish one or more CFDs, Assessment Districts, or EIFDs.
- Prepare and establish maintenance and services funding mechanisms.
- Prepare Development Agreements with all developers in the Specific Plan Area.

A Development Agreement may be offered to all developers in the Specific Plan Area and modified to meet each developer's particular circumstances. The Development Agreement is viewed to be necessary to convey development program entitlements commensurate with the Specific Plan Area in trade for the financial commitments that will be asked of the developers (including participation in a financing district and acceptance of the area development impact fees).

Establishing new financing mechanisms typically is required to be completed before approval of the first final small lot subdivision map in a specific plan.

Step 4: Update Financing Strategy

Updates to the Financing Strategy may occur if significant new information becomes available regarding Backbone Infrastructure and other Public Facilities cost estimates, land uses, funding mechanisms, or funding strategies. In many cases, any necessary updates to the Financing Strategy are accomplished through updates and revisions to documents that are required as part of Financing Strategy implementation. An ongoing administration and monitoring process should be established to provide for implementation and updating, if necessary, the Financing Strategy and implementing documents.

Operations and Maintenance

This chapter addresses funding options for the construction of Facilities with the purpose of ensuring that sufficient funding is available to cover the costs of improvements required to implement the Specific Plan. The Specific Plan Area also will require funding sources for ongoing services and operations and maintenance costs. There are several existing funding sources available to fund ongoing services and operations and maintenance costs throughout the Specific Plan Area, including City General Fund revenues, other regional and State taxes, user charges, and Regional Transit (RT) fare revenue. In addition, the City may determine that a Services CFD, a district established to fund ongoing operations and maintenance costs for Facilities, may be implemented in the Specific Plan Area.

Appendix F:

Stockton Boulevard Corridor Plan

View the Stockton Boulevard Corridor Plan online at:

https://www.cityofsacramento.gov/content/dam/portal/pw/Transportation/Stockton-Blvd-Corridor-Plan.pdf

Appendix G:

Historic Resources Analysis Report

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I. INTRODUCTION

This Historic Resources Analysis Report has been prepared to inform the cultural resources chapter of a program-level Environmental Impact Report (EIR) for the Stockton Boulevard Strategic Neighborhood Action Plan (SNAP) and Specific Plan (Stockton Boulevard Plan). The Stockton Boulevard Specific Plan area consists of a 4.8-mile stretch of Stockton Boulevard from Alhambra Boulevard to the southern border of the City of Sacramento. The Stockton Boulevard SNAP area (Neighborhood Study Area) generally includes neighborhoods within one mile of the Stockton Boulevard corridor, south of U.S. Highway 50, east of U.S. Highway 99, and north of 65th Avenue and the City boundary (**Figure 1**).

The Specific Plan area contains a variety of commercial, institutional, and residential buildings constructed between approximately 1900 and the present.

METHODOLOGY

In order to analyze impacts to historical and cultural resources in the Specific Plan Area, Page & Turnbull prepared a historic context, summarizing the development of the Stockton Boulevard corridor and surrounding neighborhoods, roughly from the founding of the City of Sacramento in the mid-19th century to the present. This historic context was developed using research gathered from various local repositories and online sources – including the Center for Sacramento History, the Sacramento Public Library, the Sacramento County Clerk/Recorder, Newspapers.com, the California Digital Newspaper Collection, Ancestry.com, the David Rumsey Map Collection, and SacMaps.com. Key primary sources consulted and cited in this report include city directories, census records, and historical newspapers.

The following documents and reports from the City of Sacramento were also reviewed for information regarding cultural resources in the Plan Area:

- Sacramento Historic District Plans (Page & Turnbull, 2019)
- Mid-Century Modern in the City of Sacramento Historic Context Statement and Survey Results (GEI Consultants, Mead & Hunt, 2017)
- Fruitridge Broadway Community Plan (2015)
- An Advisory Services Panel Report, Stockton Boulevard, Sacramento California (Urban Land Institute, 2009)
- Broadway/Stockton Urban Design Plan (Broadway/Stockton Urban Design Plan Citizens Advisory Committee, Sacramento Housing and Redevelopment Agency, undated)

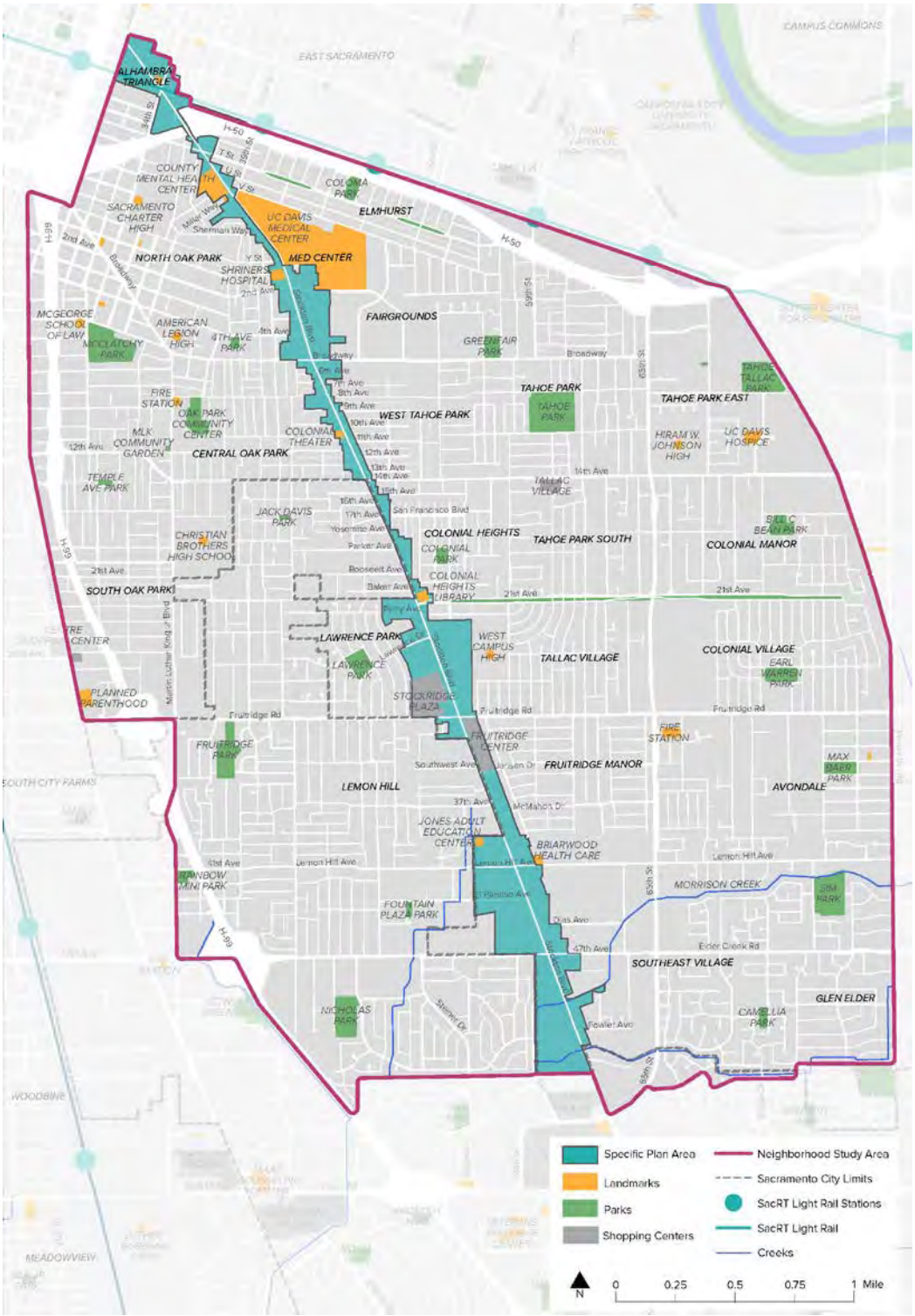


Figure 1. Map of the Stockton Boulevard Specific Plan Area and larger Neighborhood Study Area boundary. Source: Ascent Environmental, 2022.

Potential impacts to historical and cultural resources were further analyzed based on the results of a data search conducted by City of Sacramento Preservation Planning and GIS staff for properties within the Stockton Boulevard Specific Plan Area. Nearly all of the Specific Plan Area was developed more than 50 years ago, and many of the immediately adjacent neighborhoods in the larger Neighborhood Study Area consist of postwar tract housing. As such, the City of Sacramento's property data search focused on the parcels in the Specific Plan Area, immediately facing Stockton Boulevard. Property data provided by the City of Sacramento included a list of properties within the Specific Plan Area that are listed in the California Historical Resources Information System's Built Environment Resources Directory (BERD) for Sacramento County, as well as GIS mapping data, showing dates of construction for buildings within the Specific Plan Area. Page & Turnbull used this data to identify properties that are listed or have been previously determined eligible for listing on the National Register of Historic Places (National Register) or California Register of (California Register). To supplement this list, Page & Turnbull conducted a search of properties located on Stockton Boulevard that are listed on the Sacramento Register of Historic and Cultural Resources. In January 2022, Page & Turnbull completed a reconnaissance-level field survey to photograph and note the ages and general characteristics of buildings in the Neighborhood Study Area and Specific Plan Area. The field survey also helped identify areas where potential additional historic resources may exist. All photographs in this report were taken by Page & Turnbull in January 2022, unless otherwise noted.

II. HISTORIC CONTEXT

FOUNDING OF SACRAMENTO

Prior to the arrival of the Spanish, the Sacramento area was home to the Nisenan (also known as the southern Maidu). The territory of the Nisenan included the southern Sacramento Valley and stretched from the Sacramento River to the west, the North Fork Yuba River to the north, Consumnes River to the south, and the crest of the Sierra Nevada mountains to the east. The Nisenan established central villages and smaller satellite villages along principal waterways. Two major villages, Sama and Momol, were located at the confluence of the Sacramento and American rivers within the present-day boundaries the City of Sacramento. A smaller satellite village, called Sa'cum, was located on a knoll at what is today Cesar Chavez Plaza.

The traditional ways of life of the Nisenan were disrupted by the arrival of Euro-American explorers.[1] In 1808, Spanish explorer Gabriel Moraga became the first European to see Sacramento.[2] Moraga

[1] Ascent Environmental, *Recirculated Draft Environmental Impact Report for the Capitol Annex Project*, January 2020, 4.12-8.
[2] Thor Severson, Sacramento, *An Illustrated History: 1839 to 1874, From Sutter's Fort to Capital City* ([San Francisco]: California Historical Society, 1973), 21.

named the area Sacramento after the Spanish word for sacrament, but deemed the area uninhabitable for a mission despite the existence of two major rivers. Spanish missionaries and early American explorers further investigated the area, but it remained unsettled for thirty more years. Diseases introduced by the newcomers in the 1830s decimated the native populations, wiping out entire villages.[3]

In 1839, Swiss immigrant John Sutter established a settlement called New Helvetia (Helvetia being the Latin word for Switzerland) near the convergence of the Sacramento and American Rivers.[4] Mexican governor Juan Bautista Alvarado had given Sutter seventy-six square miles of land to establish a foothold on the frontier and discourage American encroachment. In order to be eligible for the land grant, Sutter became a citizen of Mexico in 1840 and was appointed as judge and representative of "Government at the Frontiers of the Rio Sacramento."[5] The remote location led Sutter to build a fort at New Helvetia for protection.

In an attempt to expand his valley empire, Sutter erected a sawmill at Coloma, which led to the accidental discovery of gold in the area in 1848. The subsequent Gold Rush brought a massive influx of miners and other immigrants to California. This event quickly overturned Sacramento's ranch economy and contributed to the settlement's rapid growth into a city.[6] The proximity to the mouth of the American River made Sacramento an ideal port for goods coming upriver from San Francisco en route to the gold fields.[7]

By 1848, Sutter had amassed substantial debts and was at risk of losing his rancho. His son, John August Sutter, Jr., commissioned the U.S. Army Corps of Topographical Engineers to survey and plat the land between the embarcadero and the fort into lots that he could sell off to repay his father's debts. The plan worked and established the city's numbered and lettered gridiron plan.[8] The lots sold quickly, and the city's population rose rapidly from 150 in 1849 to 9,087 in the following year. On February 27, 1850, the California Legislature offered a charter to Sacramento City, officially establishing the new municipality.[9]

[3] Ascent Environmental, 4.12-8.
[4] This settlement is also referred to in some sources as "New Helvetia."
[5] Severson, 33.
[6] Albert L. Hurtado, "John A. Sutter and the Indian Business," in *River City and Valley Life: An Environmental History of the Sacramento Region*, Christopher J. Castaneda and Lee M.A. Simpson, ed. (Pittsburgh: University of Pittsburgh Press, 2013), 26.
[7] William Burg, *Sacramento's K Street: Where Our City Was Born* (Charleston, SC: The History Press, 2012), 18-20.
[8] Nathan Hallam, "'We Must Give the World Confidence in the Stability and Permanence of the Place:' Planning Sacramento's Townsite, 1853-1870," in *River City and Valley Life: An Environmental History of the Sacramento Region*, Christopher J. Castaneda and Lee M.A. Simpson, ed. (Pittsburgh: University of Pittsburgh Press, 2013), 64.
[9] Severson, 66. 89.

Later that year, California was admitted to the Union, and for the first several years of statehood, the state government moved from city to city as various municipalities - including San Jose, Vallejo, Benicia, and Sacramento - vied to become the new state's capital. Sacramento emerged as the logical choice because of its rising population and potential as an economic and transportation hub; it was chosen as the permanent capital city of California in 1854.[10] But while the city's location offered many advantages, it also exhibited a host of problems that threatened the city's success and position as the state capital. Between 1850 and 1893, ten major floods devastated the city.[11] Fires were a constant worry as well. The most devastating fire occurred in 1852 when 55 blocks of the city's business district, approximately 70 percent the city's building stock, went up in smoke. Another fire in 1854 destroyed 12 city blocks. These conflagrations led to the reconstruction of much of the city using fireproof brick or stone.[12]

Despite these events, Sacramento thrived. The combination of the Gold Rush and designation as the new state capital propelled Sacramento from a small frontier settlement into a rapidly growing city in less than a decade. The city was well connected by steamboat, stagecoaches, freight wagons, and the Pony Express. In 1856, Sacramento completed the first railroad in California with the construction of the Sacramento Valley Railroad, and in 1869 became the terminus of the Transcontinental Railroad. The arrival of the railroad attracted more merchants, making Sacramento the nexus of a thriving agricultural and food processing industry.

EARLY DEVELOPMENT OF THE UPPER STOCKTON ROAD

Stockton Boulevard traces its roots back to the California Gold Rush. In addition to spurring the development of Sacramento, the discovery of gold at Sutter's Mill in Coloma in 1848 spurred the development of numerous cities, towns, and smaller communities across the state, including Stockton, roughly 50 miles to the south. Stockton Boulevard, or the Upper Stockton Road as it was called in the 19th and early 20th centuries, served as one of two primary roads that connected Sacramento and Stockton. The Lower Stockton Road (now Franklin Boulevard) connected the two cities along a second route to the west (**Figure 2**).

Sacramento's population expanded rapidly following the onset of the Gold Rush, first with the initial influx of prospective miners hoping to strike it rich in the nearby goldfields, and later as many of these individuals chose to permanently settle in the area. Sacramento's growing population

[10] Hallam, 68-69.
[11] Karen Wilson, *A Century of Protecting Natomas: The History of Reclamation District 1000, 1911-2011* (Virginia Beach, VA: Donning Company Publishers, 2011), 9-14.
[12] Kenneth N. Owens, "River City: Sacramento's Gold Rush Birth and Transfiguration," in *River City and Valley Life: An Environmental History of the Sacramento Region*, Christopher J. Castaneda and Lee M.A. Simpson, ed. (Pittsburgh: University of Pittsburgh Press, 2013), 50.

prompted the creation of new civic institutions. Recognizing a need for facilities to care for the growing city's sick, injured, and dying, the Sacramento County Board of Supervisors purchased 60 acres of land just outside Sacramento's city limits along the Upper Stockton Road in 1869 for a county hospital and poorhouse. The original buildings were completed in 1871 and were replaced by newer facilities several times from the late 19th century to the mid-20th century (**Figure 3**).[13]

LATE 19TH AND EARLY 20TH CENTURY

Taking advantage of the Sacramento region's fertile soil, much of the area immediately to the southeast of Sacramento's original city boundaries was developed into farmland during the latter half of the 19th century. Orchards full of fruit trees and alfalfa farms dominated the landscape surrounding the Upper Stockton Road by the 1890s.[14] Crops grown in the area included table and wine grapes, apples, pears, figs, peaches, plums, cherries, strawberries, raspberries, and almonds. Houses and estates of the men and women who owned these farms, as well as the smaller outbuildings associated with them, dotted the rural landscape. The area's agrarian character attracted agricultural businesses to the Upper Stockton Road, such as the Harelson Food Company, which was located along the road between S and T Streets and sold feed supplies to local ranchers and farmers.[15]

[13] Sacramento Archives and Museum Collection Center, *Images of America: Sacramento's Elmhurst, Tahoe Park and Colonial Heights* (Charleston, SC: Arcadia Publishing, 2008), 95-100.
[14] "Map of Sacramento County showing uses of the soils," James McClatchy & Co. Publishers, 1894, Center for Sacramento History.
[15] Sacramento Archives and Museum Collection Center, *Images of America: Sacramento's Elmhurst, Tahoe Park and Colonial Heights*, 13.

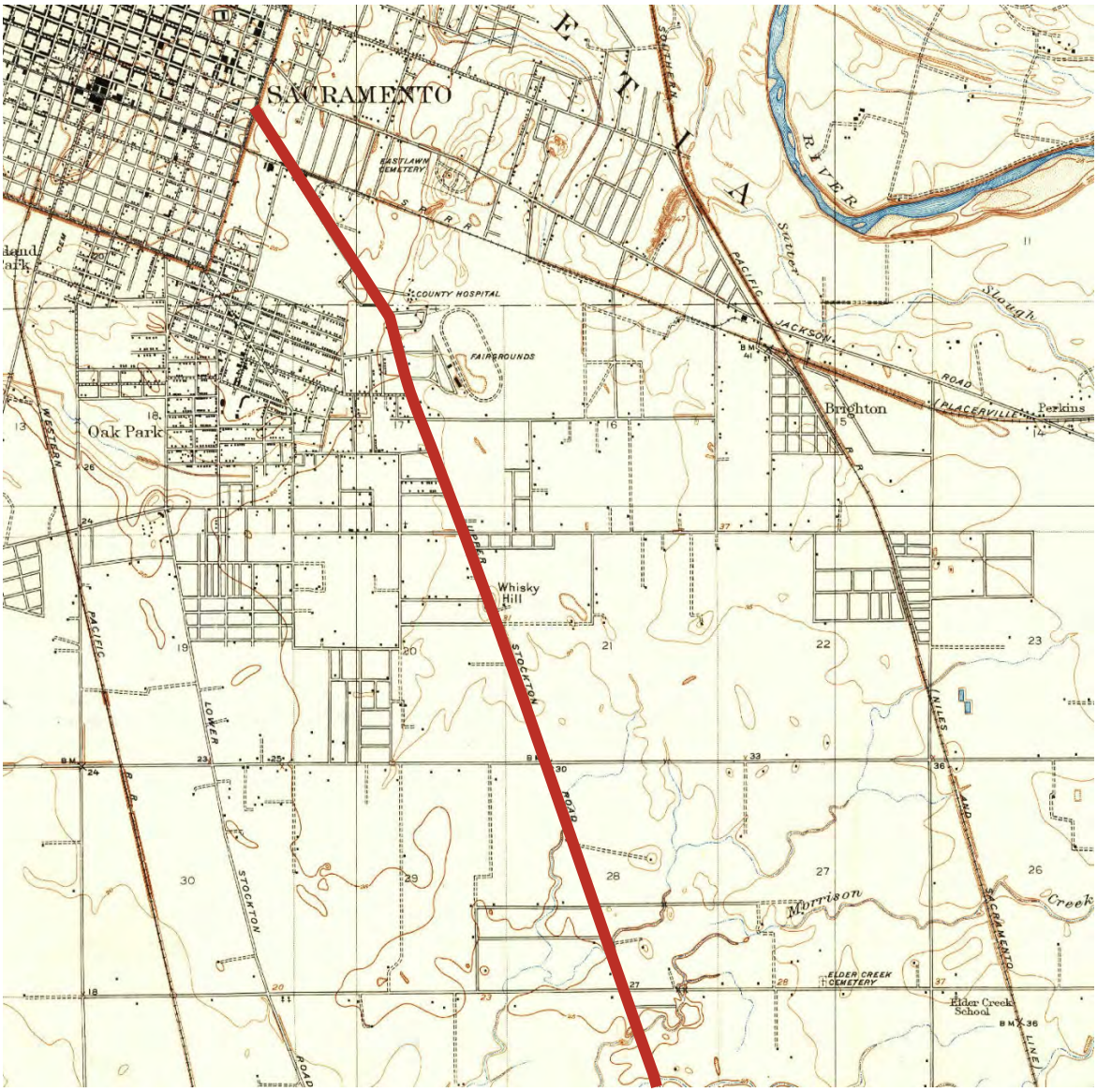


Figure 2. Topographic map of the Stockton Boulevard area in 1911. Stockton Boulevard (Upper Stockton Road) is colored red. Source: United States Geological Survey. Edited by Page & Turnbull.



Figure 3. Undated photograph of the Sacramento County Hospital. Source: California State Library.

Streetcar Suburbs

Development along the Upper Stockton Road corridor continued to be dominated by agricultural uses through the early 20th century. The area's transformation into a patchwork of built-up residential subdivisions began with the introduction of the first streetcar lines into the area at the end of the 19th century. In 1887, real estate developer Edwin K. Alsip, owner of the Central Street Railway Company, purchased the 230-acre William Doyle ranch and extended his streetcar line into it with the intention of developing the area into a new residential subdivision, called Oak Park. The streetcar line ran from Sacramento's main business district along Sacramento Boulevard (now Broadway) and 35th Street to a new public park, also known as Oak Park (now James McClatchy Park), less than one mile to the west of the Upper Stockton Road. In order to attract more residents to the new subdivision, an amusement park called Joyland was built in the park in 1894.[16]

Many of the early streetcar suburbs developed at the outskirts of Sacramento and relied on the area's agricultural character and fertile soil to attract residents. The neighborhood east of Stockton Boulevard along present-day T Street was initially platted as the suburb of Fruit Vale in 1892. The subdivision was planned to feature individual lots that could each accommodate a small farm with a house and 20 to 40 fruit trees. The subdivision was never realized, and the area remained farmland

[16] Page & Turnbull, "Sacramento Historic District Plans," 2019, 283; Niki Kangas, "Joyland," *Midtown Monthly*, February 1, 1010. . A fire destroyed much of Joyland in 1920. The site was donated to the city in 1927 and subsequently converted into James McClatchy Park.

until 1908, when 250 acres of land in the same area were purchased by H. A. McClelland and developed into a new subdivision, called Elmhurst. The subdivision incorporated some of the concepts of the City Beautiful movement. Lots were arranged along a wide central boulevard with two central parks, Sunset Park and Sierra Vista Park, running down the middle and rows of elm trees that gave the neighborhood its name.[17] Many of the single-family houses that were eventually built in Elmhurst were modest in scale and exhibited the subtle influence of the popular architectural styles of the first half of the 20th century, including the Craftsman, Spanish Colonial Revival, Tudor Revival, Colonial Revival, and Minimal Traditional styles. The surviving Elmhurst neighborhood retains much of its original landscape design and homes.



Figure 4. The Upper Stockton Road (now Stockton Boulevard) in 1913. Source: California Department of Transportation.

Around roughly the same time, the Central Electric Realty Company began acquiring land between Sacramento and the town of Florin to the south with the intention of developing new residential suburbs along a planned electric rail line with freight and passenger service. In 1906, the company purchased an area of elevated agricultural land that had been previously owned by the Rich family on the east side of the Upper Stockton Road, approximately three and one-half miles from the Sacramento city limit at the time. Reportedly home to some of the oldest lemon trees in California, the Central Electric Realty Company and Brand-McClelland Company platted it into a subdivision called Lemon Hill.[18] Advertisements promoted the fertility of the area's soil and proximity to Sacramento as the perfect location to establish a small farm. The area "will grow almost anything,"

[17] Sacramento Archives and Museum Collection Center, *Images of America*, 7-8.
[18] "A Big Real Estate Deal," *Sacramento Star*, 26 September 1906: 3.

the advertisements read. "You may never have such another opportunity for securing a farm almost at the gates of the City at such low prices and reasonable terms."[19] Developers continued to use the agricultural potential of the area south of Sacramento's city limits to advertise new subdivisions, particularly in the area south of Fruitridge Boulevard, into the 1920s.[20]

Additional streetcar lines attracted the development of more residential subdivisions in the second decade of the 20th century. In 1910, George Peltier, a banker and real estate developer involved in the construction of interurban streetcar lines for the Central California Traction Company, developed the Colonial Heights subdivision. Located on the site of a former 240-acre vineyard owned by German immigrant Peter Roemer, the subdivision featured a palm tree-lined boulevard, called San Francisco Boulevard, at its main entrance.[21] Roemer's estate, known locally as Roemer Park, remained in its parklike grounds until 1952, when it was replaced by the Greenbrier Motel (now the Greens Motel). One house from the Roemer Estate, known locally as Roemer Castle or Loddick Castle, survives near the intersection of Stockton Boulevard and Roemer Lane.[22] Colonial Acres, immediately adjacent to Colonial Heights, was subdivided shortly afterward in 1915 by the J.C. Carly Company, a prominent local developer (**Figure 5**).[23]

The California State Fair & Agricultural Park

The abundance of open agricultural land to the southwest of Sacramento's city limits appears to have attracted one of the state's most prominent institutions and a major economic driver to Upper Stockton Road at the start of the 20th century. In 1909, the California State Fair relocated from its previous location in Capitol Park to a new site at the intersection of the Upper Stockton Road and Y Street (now Broadway).[24] Intended for the annual exhibition of California's abundant agricultural products, the State Fair's new fairgrounds, known as Agricultural Park, included a racetrack and numerous buildings for the display of livestock and produce from across the state.[25]

[19] "Watch for Coupons Lemon Hill," *Sacramento Bee*, 18 October 1906: 8.
[20] "Map of Home Garden Acres," Sacramento Public Library, Sacramento Room, 1923.
[21] Sacramento Archives and Museum Collection Center, *Images of America*, 45-47.
[22] Melisa Mourkas, Historic American Landscape Survey, "San Francisco Boulevard," 2019.
[23] Sacramento Archives and Museum Collection Center, *Images of America,* 45-47.
[24] Sacramento Archives and Museum Collection Center, *Images of America*, 109.
[25] Sacramento Archives and Museum Collection Center, *Images of America*, 119.

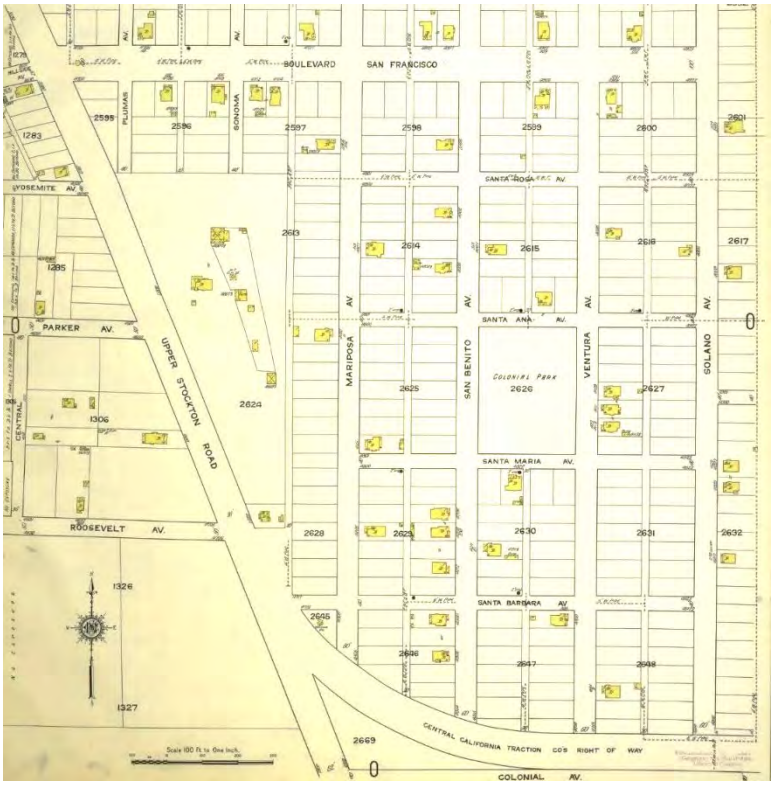


Figure 5. Sanborn Map Company fire insurance map showing early development of the Colonial Heights subdivision (1915). Source: Sacramento Public Library.

The announcement of the fair's relocation to the Upper Stockton Road spurred the development of additional streetcar and freight rail lines into the area. One year after the new fairgrounds opened, the Central California Traction Company completed a new interurban streetcar line with passenger and freight service running down 2nd Avenue and the Upper Stockton Road from the Sacramento city center to Stockton (**Figure 6**). The Sacramento Electric Gas and Railway Company (later taken over by the Pacific Gas & Electric Company) added additional tracks to its existing lines that ran to the fairgrounds. Spur tracks from the main freight line of the Southern Pacific Railroad, which ran east-west along R Street to the north of the new fairgrounds, were also extended into the area.[26] Attracted by the fair, streetcar lines, and increasing residential development, a few one- or two-story commercial and small industrial businesses were built along the Upper Stockton Road by the early 20th century. These included garages, automobile repair shops, saloons, liquor stores, wood sheds, and other shops and storage facilities.[27]

[26] "Grand Transportation Next Year to the Fair," *Sacramento Star*, 12 September 1908: 8.
[27] Sanborn Map Company, "Sacramento, Calif.," Volume 2, 1915, Library of Congress.

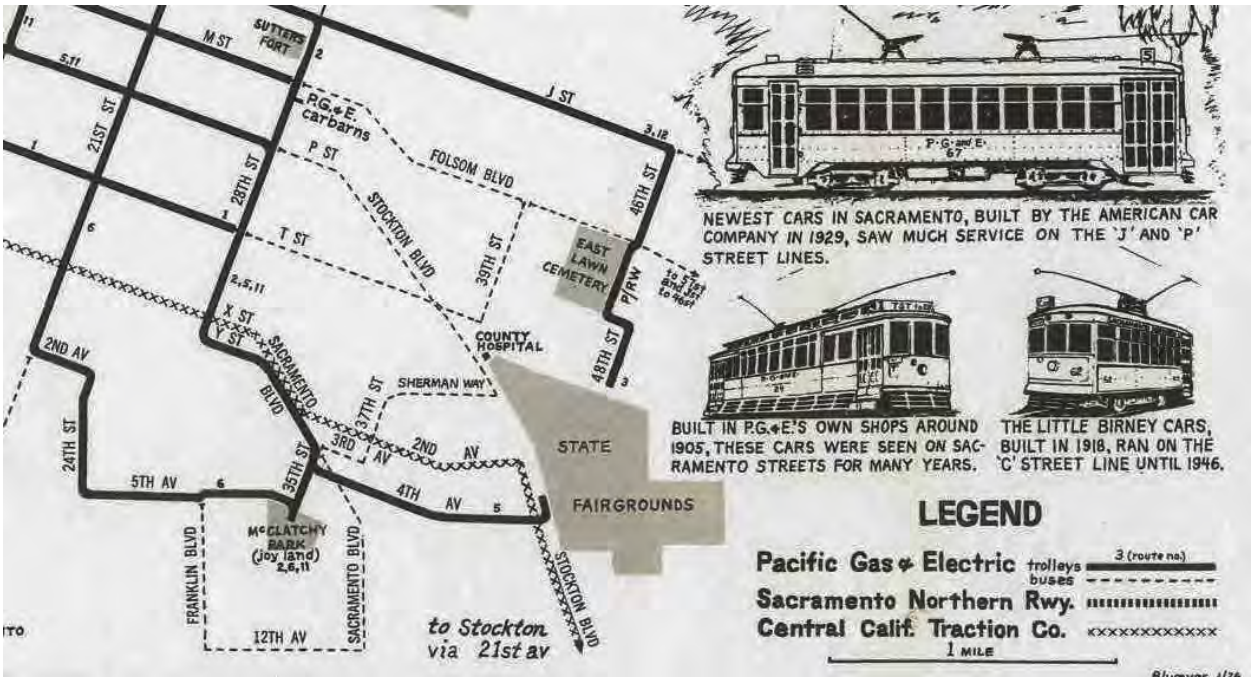


Figure 6. Map of streetcar lines in the Plan area in 1930. Source: Theodore Ditsek, Historic Reference Maps. Edited by Page & Turnbull.



Figure 7. Aerial photograph showing the California State Fair site (top) and Sacramento County Hospital (bottom) next to the Upper Stockton Road (now Stockton Boulevard) (right), circa 1940. The Elmhurst neighborhood is at the lower left. Source: California State Library. Edited by Page & Turnbull.

Continued Growth & Annexation

The extension of streetcars and rail lines to the southeast of the City of Sacramento encouraged further residential development as well as commercial and industrial diversification. By 1911, the Southern Pacific Railroad ran east-west along R Street, while an interurban streetcar line ran north-south down 28th Street (**Figure 8**). Attracted by easy access to both transportation routes, Chicago-based canning company Libby, McNeil & Libby built a large new cannery at a site between the Upper Stockton Road, 31st Street (now Alhambra Boulevard), and R Street between 1912 and 1913 (**Figure 9**). Designed as the main distribution center for five of the company's canneries in California, the cannery became one of Sacramento's major employers and provided a stimulus for the local

agricultural industry, which began to grow more olives and tomatoes to serve the cannery.[28] The cannery survives and has been rehabilitated as leasable office and commercial space.

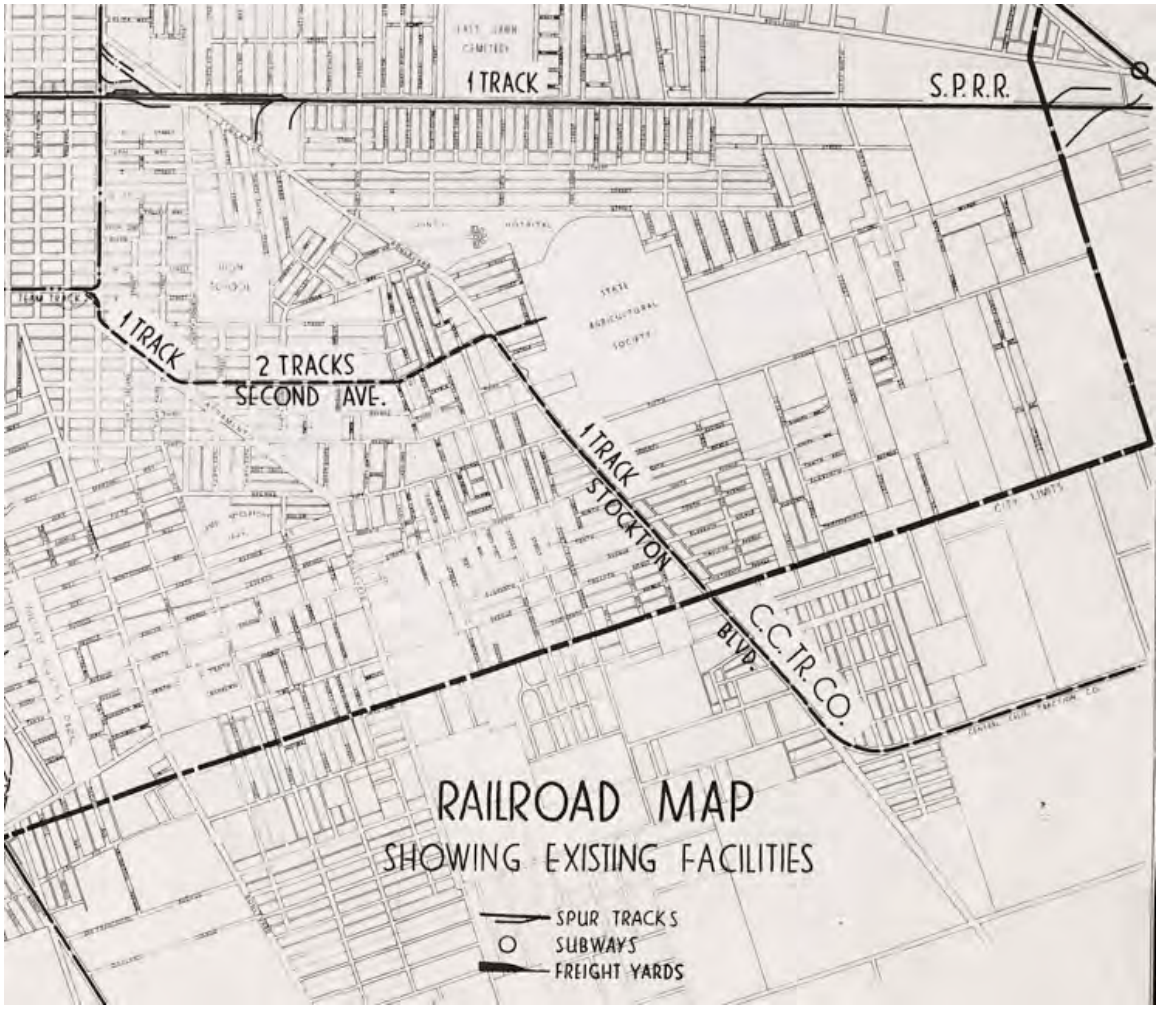


Figure 8. Undated map showing the location of freight tracks and interurban streetcar lines in the Plan area in the early 20th century. Source: Railfan Guides of the U.S. Edited by Page & Turnbull.

[28] "Libby McNeill & Libby Fruit & Vegetable Cannery," National Register of Historic Places Inventory Nomination Form, 1982.



Figure 9. Libby, McNeil, and Libby Cannery (1922). Source: California State Library.

Recognizing the enormous growth just outside its city limits, the City of Sacramento officially annexed the neighborhoods to the east and south of its original city boundary in 1911. This included neighborhoods in the Plan area as far south as 14th Avenue and as far east as 65th Street. It was the first time the city had expanded its boundaries since its founding in the mid-19th century. Following annexation, many street names in the newly annexed area were changed to align with Sacramento's numbered and lettered street system.[29] It was around this time that the Upper Stockton Road was renamed Stockton Boulevard.[30]

[29] Sacramento Archives and Museum Collection Center, *Images of America*, 7-8.
[30] Sacramento City Directory, 1918.

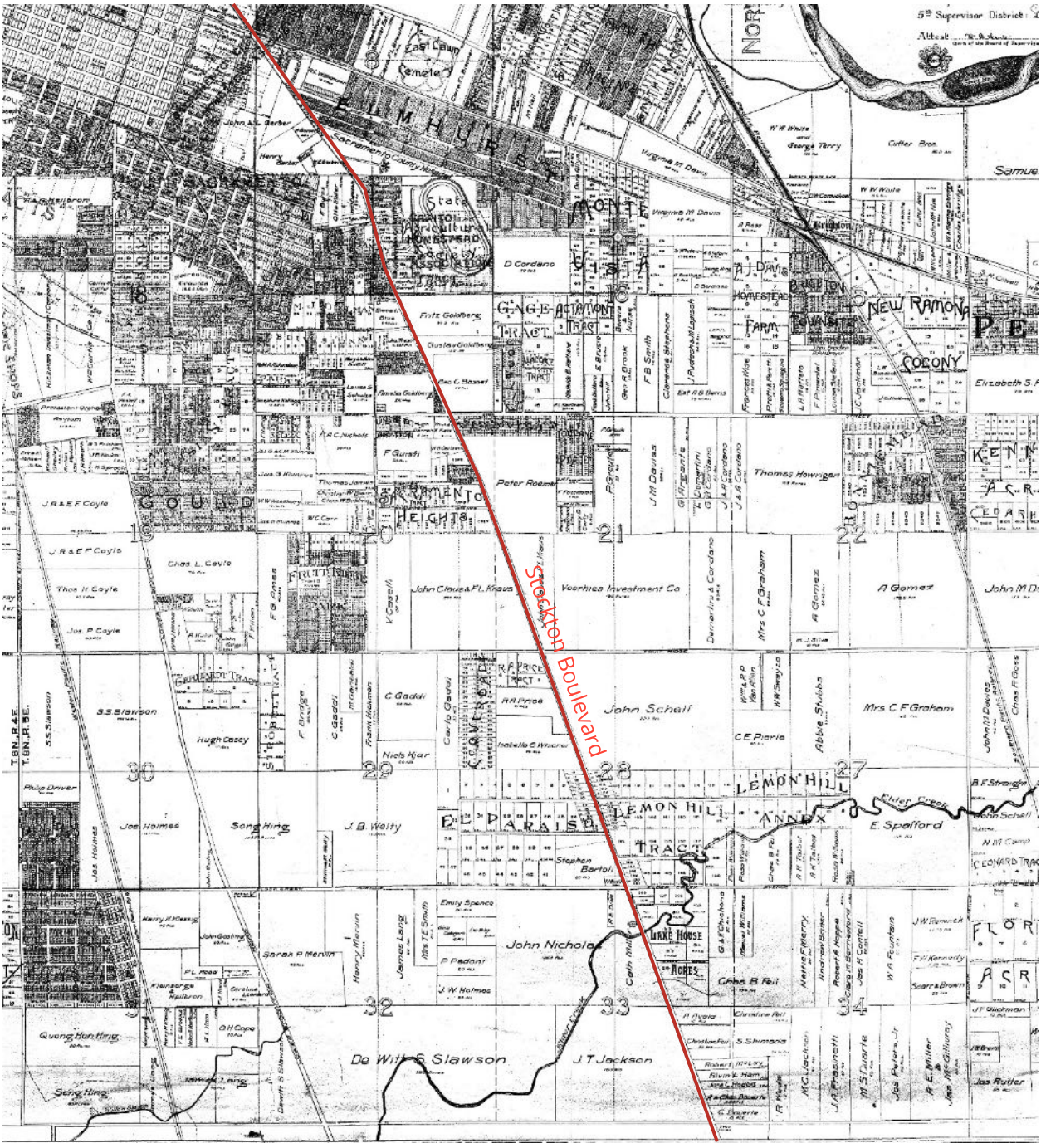


Figure 10. Map of subdivisions in the Neighborhood Study Area (1908). Stockton Boulevard is indicated by a red line. Source: Center for Sacramento History. Edited by Page & Turnbull.

The Great Depression

Like most of the United States, development along Stockton Boulevard slowed but did not completely stop during the Great Depression. Federal New Deal programs, such as the Works Progress Administration (WPA), helped keep the local economy afloat through numerous projects it carried out in the Sacramento area. Much of the WPA's work during this period took place at the California State Fairgrounds on Stockton Boulevard, including the construction of 14 new exhibit and administrative buildings, improvements to the fair's grandstand, construction of new roads, and completion of landscaping and infrastructural improvements. The WPA's work helped the California State Fair grow into the largest state fair in the United States during the 1930s.[31] Some private construction continued in the area as well. In 1936, the Coca-Cola Bottling Company opened a new bottling plant near the State Fairgrounds at 2200 Stockton Boulevard **(Figure 11**).[32] The plant became a prominent employer for the area. Although now vacant and significantly altered, the building survives in its original location.

Revenues and ridership of interurban rail service declined, partially as the result of the rising popularity of the automobile. This led the Central California Traction Company to end its service between Sacramento and Stockton in 1933.[33] Passenger streetcar service running through the Colonial Heights neighborhood continued through the 1940s.[34]

[31] Sacramento Archives and Museum Collection Center, *Images of America*, 112-113; Christopher J. Castaneda and Lee M.A. Simpson, eds., *River City and Valley Life: An Environmental History of the Sacramento Region* (Pittsburgh: University of Pittsburgh Press, 2013), 189.
[32] Sacramento Archives and Museum Collection Center, *Images of America*, 68.
[33] "Central Traction Will Cut Service," *Sacramento Bee*, 28 September 1932: 6.
[34] Sacramento Archives and Museum Collection Center, *Images of America*, 83-85; "Historic Highway 99, Sacramento to Stockton," Stockton Boulevard Partnership, accessed December 2, 2021, https://stocktonblvdpartnership.org/historic-highway-99-sacramento-to-stockton/.



Figure 11. The Coca-Cola Bottling Company building (1936). Source: California State Library.

Late 19th and Early 20th Century Period: Associated Property Types & Architectural Styles

The following list summarizes property types and architectural styles that were developed in the Neighborhood Study Area during the late 19th and early 20th centuries, and which may still be extant:

Common Property Types:

- Farms and ranches
- Single-family residences
- Hospital buildings
- State Fair buildings
- Small commercial buildings and automobile garages
- Canneries and other industrial facilities
- Cemeteries
- Churches
- Schools
- Libraries and community centers

Common Architectural Styles:

- Folk Victorian
- Queen Anne
- Craftsman
- Spanish Colonial Revival
- Mediterranean Revival
- Tudor Revival
- Colonial Revival
- Art Deco
- Streamline Moderne
- Minimal Traditional
- Vernacular

WORLD WAR II & THE POSTWAR PERIOD

World War II brought Sacramento out of the Great Depression and introduced a new era of growth to the Stockton Boulevard corridor and surrounding areas. The war shifted the focus of Sacramento's economy from the agricultural and railroad industries to one based on state and federal employment, military bases, and transportation. It also brought thousands of new residents to Sacramento, including veterans who were stationed in the area during the war and large numbers of African Americans from Southern states who were attracted to the availability to jobs at the area's military bases and factories. Meanwhile, the increasing shift from streetcars to the automobile as the primary mode of transportation allowed workers at the major employment centers to live further from the city center.[35] Streetcar service throughout Sacramento ended in 1946, and planning began shortly afterward on a system of highways and freeways crisscrossing the city, though they were not completed until the 1960s and 1970s.[36]

After World War II ended, Sacramento's military bases continued to serve as a major source of employment for the city's residents in the postwar period. In 1945, the U.S. Army Signal Depot (extant), responsible for repairing and maintaining high-tech military electronic equipment, relocated from its previous location at the Bercut-Richards Cannery on North 7th Street to a new site near the California State Fair grounds on Fruitridge Road between Power Inn Road and Florin Perkins Road. The depot – with its warehouses, administrative offices, barracks, shops, and other

[35] Page & Turnbull, Historic District Plans, 29.
[36] GEI Consultants, Inc., "Mid-Century Modern Context Statement and Survey Results," 2-13 – 2-14.

facilities – employed thousands of workers and brought new residents to the area southeast of Sacramento's city center.[37]

Completion of a new factory for the Proctor and Gamble Manufacturing Company on the northeast side of Fruitridge Road and Power Inn Road, immediately to the north of the U.S. Army Signal Depot, brought another major employer in 1953. One of the company's only two factories in the United States, it brought hundreds of new jobs to the area, further aiding the growth of Sacramento's southeastern suburbs.[38] Proctor & Gamble continues to operate out of the same location.

Postwar Housing Subdivisions

Sacramento's booming postwar population, increasing housing demand, growing reliance on the automobile, and relocation of major employment bases from the city center led to development of much of the agricultural land in outlying areas, including those to the east and west of Stockton Boulevard, into sprawling new residential subdivisions. In the immediate postwar period, many of these new subdivisions were built out with small one-story Minimal Traditional houses that could be built quickly to meet the demand for housing. By the 1950s, as the immediate demand began to wane, larger houses, such as one-story Ranch style houses with rambling floorplans, increased in popularity. In contrast to early 20th-century subdivisions that were designed with a traditional gridiron of streets, these new subdivisions, such as Tallac Village and Colonial Village, often featured winding, curvilinear streets and cul-de-sacs. Many of these postwar neighborhoods functioned as miniature cities and had their own schools, parks, libraries, and community centers to serve residents.[39]

As the population within these new subdivisions grew, the City of Sacramento annexed these new areas into the city limits, expanding its size at a rapid pace. By the late 1940s, subdivisions south of 14th Avenue, roughly as far south as 45th Avenue – such as Colonial Heights, Colonial Village, Tallac Village, Fruitridge Manor, and Lemon Hill – were annexed into the City of Sacramento (**Figure 12**). Subdivisions south of 45th Avenue to Florin Road – such as Glen Elder and Lindale – were annexed in the 1950s.[40]

[37] Castaneda and Simpson, *River City and Valley Life*, 212-215.
[38] Sacramento Archives and Museum Collection Center, *Images of America*, 74-75.
[39] GEI Consultants, Inc., "Mid-Century Modern Context Statement and Survey Results," 2-15.
[40] City of Sacramento Historical Growth by Annexation, map, December 2013.

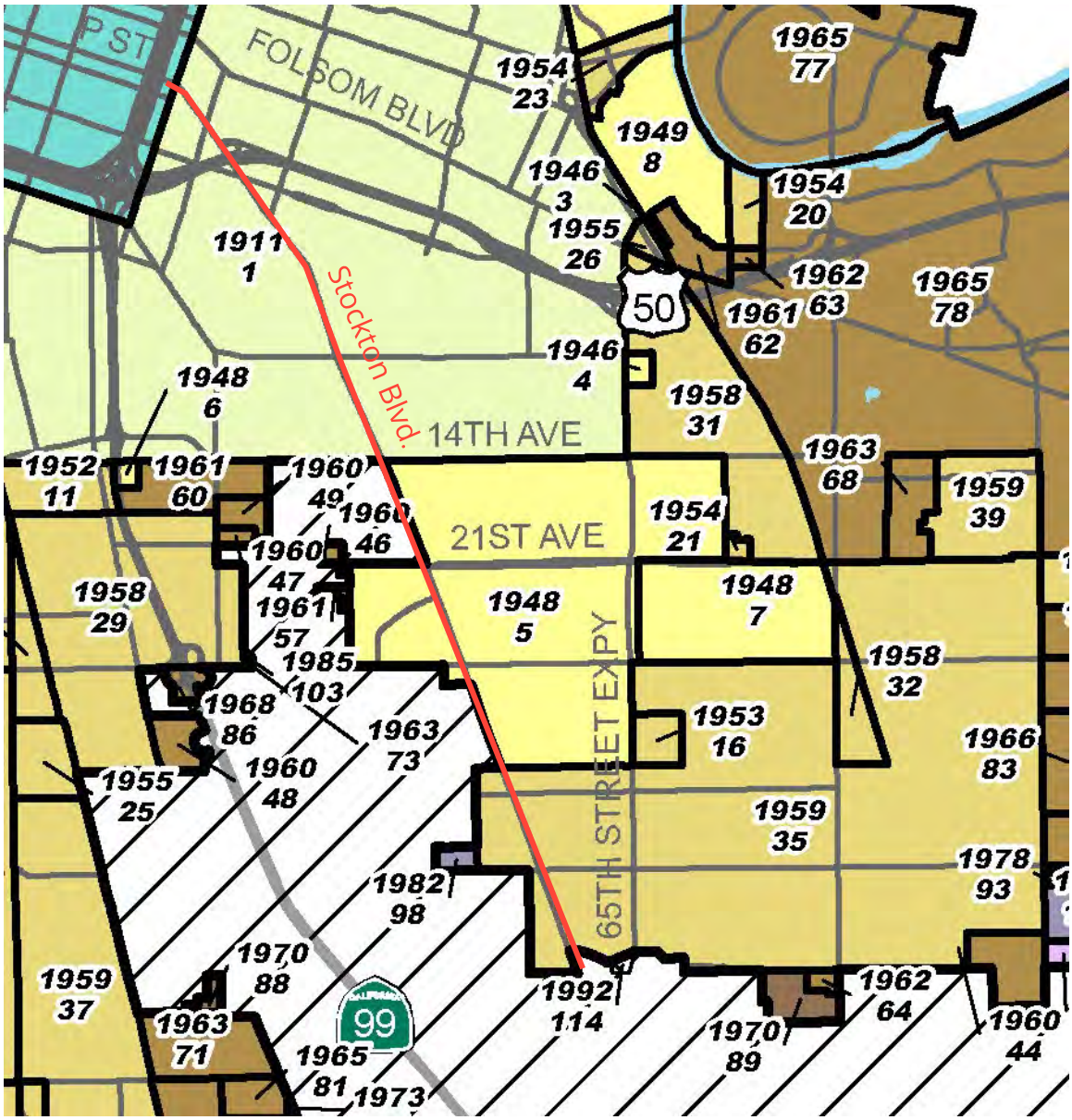


Figure 12. Map showing the years neighborhoods in the Plan area were annexed into the City of Sacramento. Source: City of Sacramento. Edited by Page & Turnbull.

Auto-Oriented Commercial Development

To serve the expanding population in Sacramento's southeastern neighborhoods, new shopping centers, restaurants, and entertainment options sprang up along Stockton Boulevard, particularly where the street intersected major east-west thoroughfares that passed through adjacent neighborhoods, such as Fruitridge Road, Lemon Hill Avenue, Elder Creek Road, and Florin Road. Shopping centers, including the Fruitridge Shopping Center on Stockton Boulevard and Fruitridge

Road (demolished in 2019) and Tallac Village Square Shops at 14th Avenue and 60th Street (extant), were frequently anchored by a large supermarket surrounded by several smaller shops. Many supermarkets, including Loverde's Market and Loverde's Variety and the Bel-Air owned by the Wong family, were located along Fruitridge Road.[41] Reflecting the growth of car-culture following World War II, many of the postwar commercial establishments constructed during this period often featured large parking lots, drive-thrus, large plate glass windows, Modernist architectural designs, and eye-catching illuminated signage to appeal to passing drivers. Such establishments along the Stockton Boulevard corridor included the Fruitridge drive-in movie theater at the northwest corner of the intersection of Stockton Boulevard and Fruitridge Road, Burich's Grill and Charcoal Broiler at 4217 Stockton Boulevard, and the Leaning Tower of Pizza at 2033 Stockton Boulevard.[42] Many of these postwar commercial developments have been demolished or significantly remodeled since their construction.

Shifting Demographics

During the postwar period, the demographics of many of the neighborhoods along Stockton Boulevard shifted dramatically. While many of the neighborhoods on the east side of the street remained predominately white during this period, those on the west side of the street to Franklin Boulevard became increasingly racially diverse.

In 1950, less than one percent of the residents living in most of the neighborhoods along Stockton Boulevard, particularly on the east side of the street, were not white, and some neighborhoods – such as Tahoe Park, Tallac Village, and Fruitridge Manor – had no African American residents. However, African Americans, many of whom worked at the area's military bases, had begun to establish a small foothold in the Oak Park neighborhood, making up approximately eight percent of the neighborhood's population in 1950.[43]

Over the next decade, many of Sacramento's middle-class families and businesses relocated from older neighborhoods in and near the central city to the new subdivisions emerging at the city's outskirts. The migration of middle-class residents from older neighborhoods near the Stockton Boulevard corridor, such as Oak Park, opened the door to African American residents, many of

[41] Sacramento Archives and Museum Collection Center, *Images of America*, 34, 70. Both Loverde's Variety and Loverde's Market appear to have been demolished or altered beyond recognition. The Bel-Air on Fruitridge Road has also been significantly remodeled since its original construction and no longer appears as it did during the postwar period.
[42] The Fruitridge Drive-in movie theater was demolished at an unknown date. Burich's Grill and Charcoal Broiler survives but has been significantly remodeled and bears little resemblance to its appearance in the postwar period. The Leaning Tower of Pizza restaurant survives and has been somewhat altered.
[43] U.S. Bureau of the Census, "U.S. Censuses of Population and Housing: 1950, Volume III, Census Tracts, Sacramento, Calif.," 1950.

whom had been pushed out of Sacramento's downtown area by urban renewal projects and were prohibited from settling in most newer neighborhoods by discriminatory housing practices.[44] By 1960, although many of the neighborhoods on the east side of Stockton Boulevard remained predominately white, neighborhoods on the west side of the street continued to become increasingly racially mixed. The concentration of non-white residents in these areas ranged from approximately 20 percent in North Oak Park and nearly 50 percent of the population in Central Oak Park to over 80 percent in the area southeast of Fruitridge Boulevard and Stockton Boulevard.[45]

One of the predominately Black neighborhoods that emerged during this period was the Glen Elder subdivision, located to the southwest of the intersection of Elder Creek Road and Power Inn Road. Developed in 1954 by Alcan Pacific Corporation and Sun River Homes, Glen Elder was the first and only subdivision in Sacramento County to be developed specifically as an interracial neighborhood where residents of all racial backgrounds were welcome.[46] Advertisements for the modest Ranch style houses in the subdivision promoted the sale of "homes for all vets."[47] Nevertheless, residents still felt the impacts of discriminatory planning practices. Access to Glen Elder was limited. Few roads entered or exited the subdivision so that residents were forced to take a roundabout route to reach the main shopping and business areas nearby on Florin Road. In addition, a fence separated Glen Elder and the predominantly white neighborhood of Lindale to the south until 1975.[48]

[44] Page & Turnbull, "Sacramento Historic District Plans," 2019, 283.
[45] U.S. Bureau of the Census, "U.S. Censuses of Population and Housing: 1960, Census Tracts, Sacramento, Calif.," 1960.
[46] GEI Consultants, Inc., "Mid-Century Modern Context Statement and Survey Results," 2-31.
[47] Advertisement, *Sacramento Bee*, 24 August 1955: 40.
[48] "Fence Parting Glen Elder, Lindale Areas Will Go," *Sacramento Bee*, 21 January 1975: 14.



Figure 13. Aerial photograph taken in 1971, showing the Glen Elder subdivision. Source: UC Santa Barbara FrameFinder.

World War II & The Postwar Period: Associated Property Types & Architectural Styles

The following list summarizes property types and architectural styles that were developed in the Neighborhood Study Area during World War II and the postwar period that may still be extant:

Common Property Types:

- Single-family residences
- Drive-thru restaurants and commercial businesses surrounded by large parking lots
- Motels
- Shopping centers and strip malls
- Grocery stores
- Movie theaters
- Schools
- Churches
- Libraries and community centers

Common Architectural Styles:

- Late Moderne
- Minimal Traditional
- Ranch
- Mid-Century Modern
- Contemporary
- Vernacular

LATE 20TH CENTURY

Stockton Boulevard and the adjacent neighborhoods continued to evolve in the late 20th century. In 1961, Highway 99 was completed to the east of Stockton Boulevard. The new highway replaced Stockton Boulevard as the primary north-south route between the cities of Sacramento and Stockton and diverted traffic away from the old overland corridor.[49] Along with Interstate 50, which was completed to the north of the Plan area in 1972, Highway 99 created a barrier that cut the southeast area of Sacramento off from the rest of the city (**Figure 13** and **Figure 14**).[50]

Although passenger streetcar service along Stockton Boulevard had ended in 1946, freight rail service continued until the 1960s. All streetcar service along Stockton Boulevard ceased by 1966, when the tracks running down the street were removed.[51]

[49] Historic Highway 99, Sacramento to Stockton," Stockton Boulevard Partnership, accessed December 2, 2021, https://stocktonblvdpartnership.org/historic-highway-99-sacramento-to-stockton/.
[50] William Burg, "A Brief History of Oak Park," *Midtown Monthly*, February 1, 2010, http://www.midtownmonthly.net/life/a-brief-history-of-oak-park/; "U.S. Highway 50," California Highways, accessed December 22, 2021, https://www.cahighways.org/ROUTE050.html.
[51] Sacramento Archives and Museum Collection Center, *Images of America*, 83-85; William Burg, *Sacramento: Then & Now* (Charleston, SC: Arcadia Publishing, 2008), 70.



Figure 14. Aerial photograph, showing the north section of Stockton Boulevard and the State Fair grounds (1952). Source: UC Santa Barbara Frame Finder.



Figure 15. Aerial photograph, showing Highway 99 (left) and Interstate 50 (top) constructed to the west and north of the Stockton Boulevard area (1981). Source: UC Santa Barbara Frame Finder.

Further changes to the Stockton Boulevard corridor's economic base took place in the 1960s. By this period, the California State Fair had become landlocked as the neighborhoods surrounding it filled out. Needing more space, the California State Fair relocated to a new site at Cal Expo to the north of the Capitol City Freeway in 1968.[52]

While the relocation of the fair removed one of the area's most prominent economic drivers, it also enabled the growth of another. The same year, the Sacramento County Hospital transitioned into a teaching hospital for the University of California, Davis. A few years later, in 1973, the University took over ownership of the hospital and began expanding its medical facilities into the former state fairgrounds.[53] Although most of the fair buildings were demolished, two buildings, Governor's Hall and the Agricultural Pavilion, survive at the intersection of Stockton Boulevard and Broadway.[54] The UC Davis Medical Center subsequently developed the site into a nationally recognized academic medical center and a major employment base for Sacramento.

[52] "Take Me to the Fair: Then and Now," Stockton Boulevard Partnership, October 5, 2021, accessed December 22, 2021, https://stocktonblvdpartnership.org/take-me-to-the-fair-then-and-now/.
[53] Sacramento Archives and Museum Collection Center, *Images of America*, 105-106.
[54] "Take Me to the Fair: Then and Now," Stockton Boulevard Partnership, October 5, 2021, accessed December 22, 2021, https://stocktonblvdpartnership.org/take-me-to-the-fair-then-and-now/.



Figure 16. The Sacramento Medical Center, later the UC Davis Medical Center (1970). Source: Sacramento Public Library.

Changes were also underway in Oak Park. Social tensions erupted in confrontations between local residents and the police, first in riots in 1969 and again in 1970 after the shooting of a police officer resulted in the arrest of four Black Panther Party members.[55] After the riots, several of Oak Park's long-standing businesses closed down and never reopened. A series of urban renewal projects after the riots led to the demolition of portions of Oak Park's main business district along 35th Street.[56] The neighborhood has more recently experienced a period of urban revitalization. An influx of Latino and Asian residents and an increase in white collar jobs, especially at the nearby U.C. Davis Medical Center, have shifted the neighborhood's demographics and brought new residents and businesses to the area.[57]

Further to the south, a vibrant Vietnamese community developed along a roughly two-mile stretch of Stockton Boulevard near its intersection with Fruitridge Road, as refugees fleeing the Vietnam War settled in the area in the 1970s. Businesses catering to Sacramento's Vietnamese-American community soon lined the street. Among the first of the Vietnamese commercial developments in the area were the Pacific Rim Plaza at 65th Street and Stockton Boulevard and the Vinh Phat

[55] Burg, "A Brief History of Oak Park."
[56] Burg, "A Brief History of Oak Park."
[57] Robin Datel, "Central Oak Park Walking Tour, Sacramento, California," (brochure, California State University Sacramento, Department of Geography), 5.

Supermarket at 6105 Stockton Boulevard.[58] In 2010, the local community asked the Sacramento City Council to formally designate the area as "Little Saigon." The retail district contains businesses that specialize in goods and services not only from Vietnam but from countries throughout Asia, including China, India, Cambodia, the Philippines, and Korea.[59] The businesses are typically located in strip malls with large parking lots.

Additional changes to the economic base of the area surrounding Stockton Boulevard took place in the 1980s and 1990s. In 1980, the Libby, McNeil and Libby Cannery closed.[60] The U.S. Army Signal Depot was leased to Packard Bell in 1995. At the time, it was the company's only manufacturing plant in United States.[61]

The primary transportation thoroughfares in the Plan area – including Stockton Boulevard, Fruitridge Road, and Florin Road – remain dominated by strip malls and auto-centric development in the 21st century. Many of the post-war and mid-century commercial developments have been demolished and replaced with new strip malls or big box stores or significantly altered. This includes the Fruitridge Shopping Center, which was demolished between 2019 and 2020 and replaced with a new strip mall.[62] Remaining undeveloped pockets of the Plan area to the east and west of Stockton Boulevard continue to be filled in with new residential developments. Small subdivisions of modern two-story single-family residences have been constructed, particularly along Lemon Hill Avenue, Morrison Creek, and Elder Creek Avenue to the east of the 65th Street Expressway. A few multi-family developments have also been completed, such as the Mutual Housing at Lemon Hill development at 6000 Lemon Hill Avenue.

Late 20th Century: Associated Property Types & Architectural Styles

The following list summarizes property types and architectural styles that were developed in the Neighborhood Study Area during the late 20th century and which may still be extant:

Common Property Types

- Single-family residences
- Multi-family apartments
- Institutional buildings

[58] Google Street View indicates that the Vinh Phat Supermarket was remodeled between 2011 and 2014 and no longer appears as it did in the 1970s. The Pacific Rim Plaza shopping center is extant; however, research did not reveal the extent to which it has been altered since its original construction.
[59] Sara Mizes-Tan, "A Neighborhood in Transition: Sacramento's Little Saigon Grapples with Culture and the American Dream," Capitol Public Radio, 11 February 2021, https://www.capradio.org/articles/2021/02/11/a-neighborhood-in-transition-sacramentos-little-saigon-grapples-with-culture-and-the-american-dream/.
[60] Steven M. Avella, *Sacramento: Indomitable City* (Charleston, SC: Arcadia Publishing, 2003), 148.
[61] Sacramento Archives and Museum Collection Center, *Images of America*, 77.
[62] Google Street View, 2019-2020.

- Shopping centers
- Restaurants and other commercial businesses

Common Architectural Styles

- Ranch
- Contemporary
- Postmodern
- New Traditional
- Vernacular

III. REGULATORY SETTING

This section examines the national, state, and local regulatory frameworks for the evaluation, designation, and design review of historic resources in Sacramento.

National Regulations

NATIONAL HISTORIC PRESERVATION ACT

The National Historic Preservation Act of 1966, 80 Stat. 915, 16 U.S.C. 470 et seq., as amended, authorizes the Secretary of the Interior to expand and maintain a National Register of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering and culture. The National Register of Historic Places (National Register) is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.

A "historic property" is any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior. Historic properties include artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization and that meet the National Register criteria (36 Code of Federal Regulations (CFR) Part 800 Protection of Historic Properties, Section 800.16 Definitions l 1).

NATIONAL REGISTER OF HISTORIC PLACES

Overseen by the National Park Service (NPS), under the Department of the Interior, the National Register was authorized under the National Historic Preservation Act as amended. Its listings encompass all National Historic Landmarks as well as historic areas administered by NPS. National Register guidelines for evaluation of significance were developed to be flexible and to recognize accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria were designed to guide State and local governments, Federal agencies, and others in evaluating potential entries in the National Register. For a property to be listed or determined eligible for listing, it must be demonstrated as possessing integrity and meeting at least one of the following criteria. It must be demonstrated that:

> The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:
>
> A. Associated with events that have made a significant contribution to the broad patterns of our history; or
>
> B. Associated with the lives of persons significant in our past; or
>
> C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
>
> D. Has yielded, or may be likely to yield, information important in prehistory or history.

Integrity is defined in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, as "the ability of a property to convey its significance. To be listed in the National Register…a property must not only be shown to be significant under the National Register criteria, but it also must have integrity" (U.S. Department of the Interior, National Park Service, 1995). The seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

The National Register guidance asserts that properties be at least 50 years old to be considered for eligibility. Properties completed less than 50 years before evaluation must be "exceptionally important" (Criteria Consideration G) to be considered eligible for listing.

State Regulations

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.
To be eligible for the California Register, a cultural resource must be significant at the local, state, and/or federal level under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition to being significant under one or more of these criteria, a resource must retain enough of its historic character and appearance to be recognizable as a historical resource and be able to convey the reasons for its significance (CCR Title 14 Section 4852(c)). According to California Office of Historic Preservation Technical Bulletin No. 6, "In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than 50 years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance" (California Office of Historic Preservation, 2011).

CALIFORNIA STATE LANDMARKS

Designated California Historical Landmarks are numbered sequentially as they are listed by the State Historical Resources Commission. California Historical Landmarks numbered 770 and above are automatically listed in the California Register. According to PRC Section 5031(a), to be eligible for California Historical Landmark designation, a property must be of statewide historical importance

and must demonstrate its statewide significance by meeting one of the following three requirements:

1. The property is the first, last, only, or most significant historical property of its type in the region. The regions are Southern California, Central California, and Northern California. If a property has lost its historic appearance (integrity), it may still be listed as a site.

2. The property is associated with an individual or group having a profound influence on the history of California.

3. The property is a prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer or master builder.

An architectural landmark must have excellent physical integrity, including integrity of location. An architectural landmark generally will be considered on its original site, particularly if its significance is basically derived from its design relationship to its site.

CALIFORNIA POINT OF HISTORICAL INTEREST

California Points of Historical Interest are "sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value." The effects of designation as a California Point of Historical Interest are limited protection and environmental review under CEQA, eligibility for property tax reduction through Mills Act, eligibility under the State Historic Building Code and a small enamel directional sign through Caltrans district office. To be eligible for designation, a resource must meet at least one of the following criteria:

1. The first, last, only, or most significant of its type in the state or within the local geographic region (City or County).

2. Associated with an individual or group having a profound influence on the history of the local area.

3. A prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer or master builder.

No historical resource may be designated as both a California State Landmark and a California Point of Historical Interest. If the resource qualifies as a State Landmark, then the Point designation is removed.

PUBLIC RESOURCES CODE, SECTIONS 5024 AND 5024.5

Public Resources Code (PRC) Sections 5024 and 5024.5 are part of a state program to preserve state-owned historical resources and apply to properties owned by California state agencies.

PRC Section 5024 requires state agencies to evaluate whether buildings owned by the State and under their operation are eligible for listing in the National Register of Historic Places, or eligible for designation as a California Historical Landmark. State agencies are also responsible for maintaining an inventory of any eligible or listed resources and providing annual updates to the State Historic Preservation Officer (SHPO) so that newly evaluated and/or listed properties may be included in the Master List of State-Owned Historical Resources. PRC Section 5024 also requires state agencies to manage all historical resources in a way that retains their defining historic characteristics.

PRC Section 5024.5 requires state agencies to consult with the SHPO before proceeding with a project that involves any state-owned building listed on the Master List of State-Owned Historical Resources. The SHPO must comment on a project and must state whether the proposed action will adversely affect the properties. If a substantial adverse effect in the significance of a historical resource is identified, the SHPO and the head of the state agency with jurisdiction over the resource must consult on "prudent and feasible measures that will eliminate or mitigate the adverse effects." Mediation by the Office of Planning and Research is possible, if the SHPO and the affected state agency cannot agree.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) is State legislation (codified in Public Resources Code [PRC] § 21000 et seq.) which provides for the development and maintenance of a high quality environment for the present-day and future through the identification of significant environmental effects. CEQA applies to projects proposed to be undertaken or requiring approval from State or local government agencies. CEQA requires the government agency, also called the lead agency, to determine if a project would have a significant effect on historical resources, unique archaeological resources, or tribal cultural resources.

A building may qualify as a historic resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a). The four categories are:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).

2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.

Local Regulations

SACRAMENTO GENERAL PLAN

The Historic and Cultural Resources Element of the 2035 Sacramento General Plan identifies citywide goals and policies related to historic and cultural resources in the City of Sacramento.

Relevant goals and policies include the following:

Goal

HCR 2.1 Identification and Preservation of Historic and Cultural Resources. Identify and preserve the city's historic and cultural resources to enrich our sense of place and our understanding of the city's prehistory and history.

Policies

HCR 2.1.1 Identification. The City shall identify historic and cultural resources, including individual properties, districts, and sites (e.g., archaeological sites), to ensure adequate protection of these resources. (PSR)

HCR 2.1.2 Applicable Laws and Regulations. The City shall ensure compliance with City, State, and Federal historic preservation laws, regulations, and codes to protect and assist in the preservation of historic and archaeological resources, including the use of the California Historical Building Code as applicable. Unless listed in the Sacramento, California, or National registers, the City shall require discretionary projects involving resources 50 years and older to evaluate their eligibility for inclusion on the California or Sacramento registers for compliance with the California Environmental Quality Act. (RDR)

HCR 2.1.3 Consultation. The City shall consult with appropriate organizations and individuals (e.g., California Historical Resources Information System (CHRIS) Information Centers, the Native American Heritage Commission (NAHC), the CA Office of Planning and Research (OPR) "Tribal Consultation Guidelines", etc.,) and shall establish a public outreach policy to minimize potential impacts to historic and cultural resources. (IGC/JP)

HCR 2.1.5 National, California, and Sacramento Registers. The City shall support efforts to pursue eligibility and listing for qualified resources including historic districts and individual resources under the appropriate National, California, or Sacramento registers. (RDR/IGC/JP)

HCR 2.1.6 Planning. The City shall take historical and cultural resources into consideration in the development of planning studies and documents. (MPSP/PSR)

HCR 2.1.10 Early Project Consultation. The City shall minimize potential impacts to historic and cultural resources by consulting with property owners, land developers, and the building industry early in the development review process. (RDR/JP/PI)

HCR 2.1.11 Compatibility with Historic Context. The City shall review proposed new development, alterations, and rehabilitation/remodels for compatibility with the surrounding historic context. The City shall pay special attention to the scale, massing, and relationship of proposed new development to surrounding historic resources. (RDR)

HCR 2.1.12 Contextual Features. The City shall promote the preservation, rehabilitation, restoration, and/or reconstruction, as appropriate, of contextual features (e.g., structures, landscapes, street lamps, signs) related to historic resources. (RDR)

HCR 2.1.13 Historic Surveys and Context Statements. Where historic resource surveys may no longer be valid, or for areas that have not been surveyed, the City shall seek funding to prepare new historic context surveys. In these surveys, the potential eligibility of all properties 45 years and older for listing in National, California or Sacramento registers shall be evaluated. (RDR)

HCR 2.1.14 Adaptive Reuse. The City shall encourage adaptive reuse of historic resources when the original use of the resource is no longer feasible. (RDR/SO)

HCR 2.1.15 Demolition. The City shall consider demolition of historic resources as a last resort, to be permitted only if rehabilitation of the resource is not feasible, demolition is necessary to protect the health, safety, and welfare of its residents, or the public benefits outweigh the loss of the historic resource. (RDR)

HCR 2.1.16 Archaeological & Cultural Resources. The City shall develop or ensure compliance with protocols that protect or mitigate impacts to archaeological and cultural resources including prehistoric resources. (RDR)

HCR 2.1.17 Preservation Project Review. The City shall review and evaluate proposed development projects to minimize impacts on identified historic and cultural resources, including projects on Landmark parcels and parcels within Historic Districts, based on applicable adopted criteria and standards. (RDR)

CITY OF SACRAMENTO HISTORIC PRESERVATION PROGRAM

The City of Sacramento enacted its first preservation ordinance in 1975. The ordinance established the City's historic preservation program, including the establishment of a preservation commission, preservation director, and preservation staff responsible for implementing the preservation element of the City's general plan. It also established the Sacramento Register of Historic and Cultural Resources (the Sacramento Register), a local inventory of significant architectural, archaeological, and historical resources.

Sacramento Register of Historic and Cultural Resources

The evaluative criteria used to determine a property's eligibility for listing on the Sacramento Register are stated in section 17.604.210 of the City's municipal code and are closely based on the eligibility criteria developed for the National Register and California Register. To be eligible for individual listing on the Sacramento Register, an individual property must meet the following requirements:

1. Requirements.
    a. The nominated resource meets one or more of the following criteria:
        i. It is associated with events that have made a significant contribution to the broad patterns of the history of the city, the region, the state or the nation;
        ii. It is associated with the lives of persons significant in the city's past;
        iii. It embodies the distinctive characteristics of a type, period or method of construction;
        iv. It represents the work of an important creative individual or master;
        v. It possesses high artistic values; or
        vi. It has yielded, or may be likely to yield, information important in the prehistory or history of the city, the region, the state or the nation;
    b. The nominated resource has integrity of location, design, setting, materials, workmanship and association. Integrity shall be judged with reference to the particular criterion or criteria specified in subsection A.1.a of this section;
    c. The nominated resource has significant historic or architectural worth, and its designation as a landmark is reasonable, appropriate and necessary to promote, protect and further the goals and purposes of this chapter.

Preservation Site Plan and Design Review Process

Projects proposed for properties that are listed or nominated to the Sacramento Register are subject to the City's Preservation Site Plan and Design Review Process. If a property has been designated as a historic Landmark, or is located within a Historic District, City preservation staff are responsible for overseeing the Site Plan and Design Review and process prior to an applicant applying for a building permit. Preservation staff may also be involved reviewing potentially eligible properties as part of the city-wide Site Plan and Design Review process.

If the work involves the exterior of a building, construction on the site, or involves significant, publicly accessible interiors, then a Planning Entitlement Application for Preservation, Site Plan and Design Review will likely be required from the City's Planning Division. Many small projects, such as maintenance, are exempt from Site Plan & Design Review.[63]

[63] "Historic Preservation," City of Sacramento, accessed February 11, 2022, https://www.cityofsacramento.org/Community-Development/Planning/Urban-Design/Preservation.

IV. DESIGNATED, ELIGIBLE, AND POTENTIALLY ELIGIBLE HISTORIC RESOURCES

This section provides a summary of properties in the Specific Plan Area that are designated or eligible for listing in national, state, or local historic registers. It also provides a high-level analysis of potentially eligible properties identified in the Specific Plan Area and Neighborhood Study Area.

Listed & Eligible Historic Resources in the Specific Plan Area

According to Sacramento County BERD records provided by the City, one property inside the Plan Area, the Libby, McNeil, and Libby Fruit and Vegetable Cannery at 1724 Stockton Boulevard, is individually listed on the National Register of Historic Places (National Register). All properties listed on the National Register are also automatically listed on the California Register. One property within the Plan Area, the Colonial Theater at 3522 Stockton Boulevard, is listed on the California Register of Historical Resources (California Register), but not the National Register. Six buildings at the CalTrans Equipment Headquarters at 3400 R Street are listed on the Master List of State-owned Historical Resources. To supplement the list of properties listed in the BERD, Page & Turnbull conducted a search of properties located on Stockton Boulevard that are listed on the Sacramento Register of Historic and Cultural Resources (Sacramento Register). Only one property, the Libby, McNeil, and Libby Fruit and Vegetable Cannery, is listed on the Sacramento Register. In total, there are eight individual historic resources in the Specific Plan Area that are listed on local, state, and/or national registers.

Listed Historic Resources within the Stockton Boulevard Plan Area are summarized in Table 3.1.

Table 3.1 Listed Historic Resources in the Specific Plan Area

Resource	*Location*	*Designation*
Libby, McNeil, and Libby Fruit and Vegetable Cannery	1724 Stockton Boulevard	National Register of Historic Places California Register of National Historical Resources Sacramento Register of Historic and Cultural Resources
Colonial Theatre	3522 Stockton Boulevard	California Register of Historical Resources
CalTrans Equipment Headquarters Auto Repair Shop	3400 R Street	State Master List
CalTrans Equipment Headquarters Paint Shop	3400 R Street	State Master List

Resource	*Location*	*Designation*
CalTrans Equipment Headquarters Yard	3400 R Street	State Master List
CalTrans Equipment Headquarters Administrative Building	3400 R Street	State Master List
CalTrans Equipment Headquarters Shop A	3400 R Street	State Master List
CalTrans Equipment Headquarters Truck Repair Shop	3400 R Street	State Master List

Source: Sacramento County BERD, March 2020.

According to the data provided by the City, several properties within the Specific Plan Area have also been determined to be eligible for individual listing on the local, state, or national registers. Two properties, the Colonial Theatre at 3522 Stockton Boulevard and Coca Cola Bottling Plant at 2200 Stockton Boulevard, are eligible for listing on the National Register. Three properties have been determined eligible for local listing; however, one of these, the Rotas Grocery/Cake Art Bakery at 2330 Stockton Boulevard, does not appear to be extant. In total, four properties, in addition to the California Register-listed Colonial Theatre, have been determined eligible for listing on the local, state, and/or national registers.

Eligible Historic Resources within the Stockton Boulevard Specific Plan Area are summarized in Table 3.2.

Table 3.2 Eligible Historic Resources in the Specific Plan Area

Resource	*Location*	*Eligible for Designation*
Colonial Theatre	3522 Stockton Boulevard	National Register of Historic Places
Coca Cola Bottling Plant	2200 Stockton Boulevard	National Register of Historic Places
Rotas Grocery/Cake Art Bakery (does not appear to be extant)	2330 Stockton Boulevard	Sacramento Register of Historic and Cultural Resources
Sacramento Fire Department Engine Company #9	3101 Stockton Boulevard	Sacramento Register of Historic and Cultural Resources
Loddick Castle	4311 Stockton Boulevard	Sacramento Register of Historic and Cultural Resources

Source: Sacramento County BERD, March 2020.

Potentially Eligible Historic Resources within the Neighborhood Study Area

The following analysis of potential areas where historic resources could exist within the Stockton Boulevard Specific Plan Area is based on data received from the City of Sacramento and a reconnaissance survey conducted by Page & Turnbull in January 2022. Data provided by the City primarily consisted of the previously described BERD records for Sacramento County and dates of construction, sourced from the City's GIS database, for properties located within the Specific Plan Area. This information was then mapped to show when individual buildings in the area were constructed (**Figure 16**).

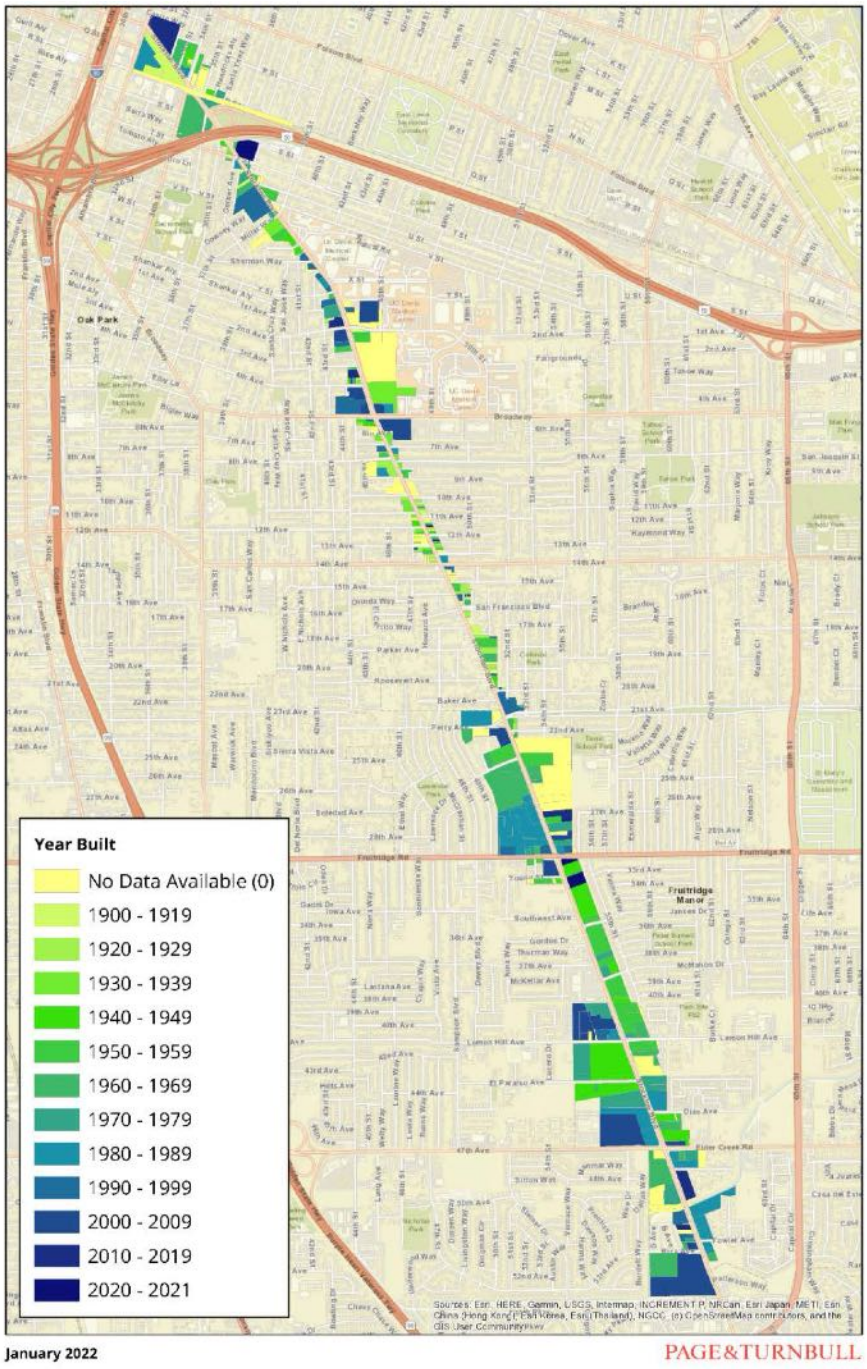


Figure 17. Map showing approximate dates of construction for buildings along Stockton Boulevard within the Plan area. Source: City of Sacramento and Page & Turnbull.

The City's data indicates that the existing buildings within the Specific Plan Area were constructed between roughly 1900 and the present. The vast majority are commercial buildings, although a few small residential buildings exist along some areas of Stockton Boulevard. Two buildings constructed for the California State Fair, Governor's Hall and the Agricultural Pavilion, survive at the intersection of Stockton Boulevard and Broadway (**Figure 17** and **Figure 18**). A grouping of smaller commercial and residential buildings, dating to between 1900 and 1940, is located between Broadway and 20th Avenue, with the highest concentration located between 10th Ave and 14th Avenue and centered around the Colonial Theater (**Figure 19** and **Figure 20**). This concentration reflects the development of the adjacent neighborhoods of Tahoe Park and Colonial Heights as streetcar suburbs in the early 20th century. Commercial development along this stretch of Stockton Boulevard mostly consists of rows of small one-story buildings with zero lot line setbacks from the street. South of 20th Avenue, properties along Stockton Boulevard appear to have been primarily built after World War II and are generally larger in scale. Many consist of strip malls, shopping centers, auto-related businesses, and other commercial establishments with large, paved parking lots, again reflecting the development of the adjacent areas during the more automobile-centric postwar period. A few intact motels and roadside signs survive along the corridor as well (**Figure 21** to **Figure 24**).



Figure 18. The Agricultural Pavilion at the intersection of Stockton Boulevard and Broadway.



Figure 19. Governor's Hall at the intersection of Stockton Boulevard and Broadway.



Figure 20. The Colonial Theatre with adjacent early 20th century commercial development.



Figure 21. Early 20th-century development near the Colonial Theatre.

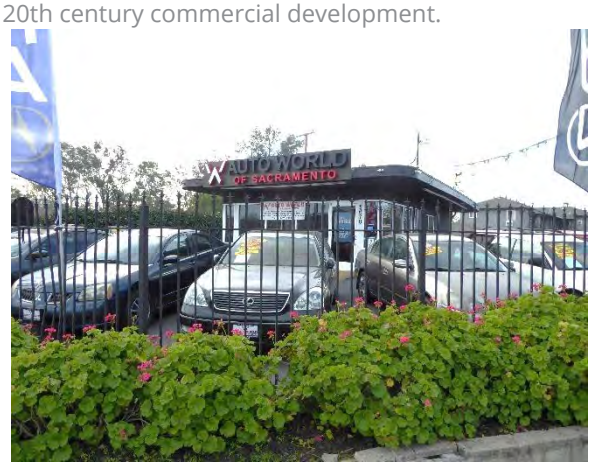


Figure 22. Auto-related commercial building at 5670 Stockton Boulevard.



Figure 23. New shopping center on the site of the demolished Fruitridge Shopping Center.



Figure 24. Motel at 5969 Stockton Boulevard.

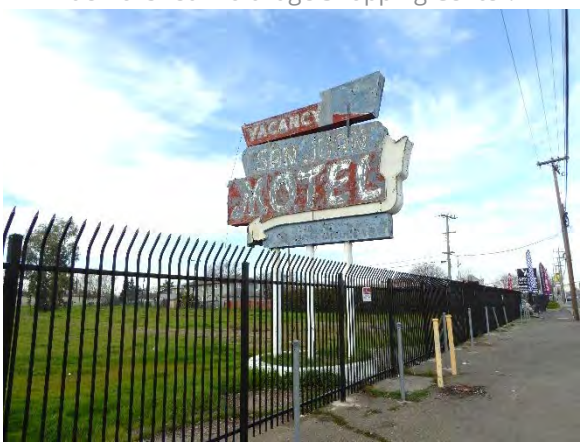


Figure 25. Motel roadside signage next to a vacant lot on Stockton Boulevard between Young Street and Southwest Avenue.

The reconnaissance survey conducted by Page & Turnbull, however, showed that many of the commercial buildings built along Stockton Boulevard, prior to the 1970s, have been highly altered or demolished. Such physical alterations and recent demolitions are not reflected in the City's data. For example, City property records show several properties dating to between the 1940s and 1960s located on the southeast side of the intersection of Stockton Boulevard and Fruitridge Road (historically the site of the Fruitridge Shopping Center). Field surveys showed that these properties were recently demolished and replaced with a new shopping center (**Figure 22**). Other individual properties along the street that are over 50 years old have been remodeled, so that they no longer reflect their original style and design. As a result of such changes over time, well-preserved examples of commercial buildings constructed along Stockton Boulevard that were built more than 50 years ago appear to be relatively rare, particularly south of 20th Street.

Based on Page & Turnbull's reconnaissance survey and a review of other documents provided by the City of Sacramento, additional historic resources likely exist in the wider Neighborhood Study Area to the east and west of Stockton Boulevard. The neighborhoods north of 21st Avenue – including Elmhurst, Oak Park, Tahoe Park, and Colonial Heights – contain a rich variety of single-family houses dating to their development as streetcar suburbs in the late 19th and early 20th centuries. The locally designated Oak Park Historic District, to the west of Stockton Boulevard, preserved Oak Park neighborhood's commercial center along Broadway.

However, the streets to the north and south of Broadway also contain a large collection of houses dating to the neighborhood's original period of development in the late 19th and early 20th centuries (**Figure 25**). The Elmhurst neighborhood, along T Street between Stockton Boulevard and approximately 53rd Street, contains a cohesive grouping of early 20th century houses arranged around a wide boulevard with two parks forming a landscaped central median (**Figure 26**). Another cohesive neighborhood of early 20th-century houses planned around a wide landscaped boulevard exists in the Colonial Heights neighborhood along San Francisco Boulevard between Stockton Boulevard and 55th Street (**Figure 27**). In 2013, San Francisco Boulevard was recorded and evaluated for historic significance in a California Department of Parks and Recreation (DPR) 523 form and determined to be eligible for listing on the Sacramento Register and California Register for its association with the pattern of early 20th century development that evolved from the New City Planning Movement and as a representation of 20th century residential development.[64]

A few early 20th-century institutional buildings, such as the Wesley United Methodist Church at 5010 15th Avenue, also remain within the Neighborhood Study Area (**Figure 28**). A concentration of well-

[64] Melisa Mourkas, "San Francisco Boulevard," California Department of Parks and Recreation Primary Record and Building, Structure, and Object Record, 2013.

preserved postwar commercial and residential development survives in the Tallac Village neighborhood, near the intersection of 14th Avenue and 60th Street, including the Tallac Village shopping center, Village Drive-In restaurant, and surrounding collection of Minimal Traditional houses (**Figure 28** and **Figure 29**). This concentration reflects the type of residential development that characterized many subdivisions in the postwar period, but which has become increasingly rare as similar developments have been demolished or remodeled.



Figure 26. Late 19th-century/early 20th-century houses in the Oak Park neighborhood.



Figure 27. View down T Street in the Elmhurst neighborhood.



Figure 28. View down San Francisco Boulevard in the Colonial Heights neighborhood.



Figure 29. Wesley United Methodist Church at 5010 15th Avenue.



Figure 30. Tallac Village Shopping center at 14th Avenue and 60th Street.



Figure 31. The Village Drive-in at 3810 60th Street.

Research conducted to inform the historic context in an earlier section of this report also indicated that greater study should be undertaken to determine if there are potential historic districts or individual historic resources in neighborhoods, such as Glen Elder and Little Saigon, that appear to have social or cultural significance to the history of ethnic communities in Sacramento.

Summary

In total, there are eight individual historic resources in the Specific Plan Area that are listed on local, state, and/or national registers.

According to City property data and lists of existing eligible and designated historic resources, there are a total of eight individual historic resources within the Specific Plan Area that are listed on the local, state, and/or national registers and an additional four properties, that have been determined eligible for listing. City data, locations of existing eligible and designated historic resources, historic research, and reconnaissance survey efforts indicate that the highest concentration of potential historic resources is likely located immediately along Stockton Boulevard, north of 20th Street. Some well-preserved residential neighborhoods that were developed as streetcar suburbs survive at the north end of the broader Neighborhood Study Area. Due to the existence of large expanses of tract housing in the neighborhoods roughly one mile on either side of Stockton Boulevard, particularly south of 21st Avenue, individual historic resources east and west of Stockton Boulevard are expected to be relatively rare. They will likely consist of individual commercial buildings located along secondary east-west commercial arteries, such as 14th Avenue, 21st Avenue, or Fruitridge Road, or individual properties that predate the development of the existing residential subdivisions. However, due the accumulation of exterior alterations over time, the historic integrity of these properties will need to be closely considered.

V. REFERENCES

Published Works & Reports

California Office of Historic Preservation. *Technical Assistance Bulletin No. 7: How to Nominate a Resource to the California Register of Historical Resources*. Sacramento: California Office of State Publishing, September 4, 2001.

California Office of Historic Preservation. *Technical Assistance Bulletin No. 8: User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory.* Sacramento: California Office of State Publishing. November 2004. Accessed October 22, 2018, http://ohp.parks.ca.gov/pages/1069/files/tab8.pdf.

CEQA Guidelines. Accessed May 10, 2018. http://resources.ca.gov/ceqa/guidelines/.

Newspapers & Periodicals

Public Records

Archival Records

Internet Sources

VI. APPENDICES

Appendix A – Preparer Qualifications

This Historic Resources Analysis Report was prepared by Page & Turnbull of Sacramento, California. Page & Turnbull staff responsible for this report include: Ruth Todd, FAIA, Principal-in-charge; Christina Dikas Associate Principal and project manager; and Clare Flynn, Cultural Resources Planner, primary author, all of whom meet or exceed the Secretary of the Interior's Professional Qualification Standards for Historic Architecture, Architectural History, or History.

Appendix H:

Other Potential Actions Identified by the Community

This appendix includes additional actions identified by community members during the engagement phase that did not garner widespread support during the engagement process as the Neighborhood Action Plan Priorities. These actions are included for informational purposes only and to acknowledge additional input received on this topic. These actions could be referred to by individuals, groups, organizations, businesses, and City staff and leadership for future implementation in the Neighborhood Study Area and, in some cases, may be implemented by other plans or programs. These are not required to implement the Specific Plan.

Land Use

Other Potential Actions Identified by the Community

- Update design standards to require that new development to be located at or near the front setback line to provide a consistent streetscape condition.
- Allow more housing types in single-family zoning.
- Improve existing parking lots including, paving, landscaping, and pedestrian access.
- Prioritize the construction of “pocket parks” with seating and rest areas in underutilized spaces.
- Encourage urban design and architecture that complements the existing corridor and neighborhood contexts.
- Cut down emissions and pollution by promoting mixed-use development that is walkable and enjoyable to pedestrians.
- Look for sites that could support more concerts and performances.

Housing

Other Potential Actions Identified by the Community

- Partner with residents and local organizations to support existing, and create new community land trusts and cooperatives that provide affordable housing and increase community ownership.
- 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.
- Explore options for an initial residency preference for new affordable housing units.
- Explore alternatives to traditional cash security deposits to reduce the upfront burden on renters.
- Study effective ways to limit large companies’ ability to purchase, flip, and resell properties.
- Develop short-term property rental restrictions that remove units from the housing market.

- Hire and train Black, Indigenous, and non-Black people of color (BIPOC) building inspectors to inspect residential dwelling units.
- Partner with organizations to provide wrap-around services for new housing developments.
- Develop expedited development review and/or reduction in fees for small, local developers that propose to construct affordable housing.
- Develop programs that help people with disabilities receive services, find homes, and stay housed, regardless of ownership or tenancy status.
- Establish a pilot program to provide financial and technical assistance to support capacity building of collective ownership models.
- Explore rental equity models.
- Encourage safe ways to share homes (e.g., room shares, boarders, roommates, etc.)
- Establish a Black Homeowners Alliance to connect residents of the Black community with wealth building opportunities and resources.
- Develop a Resale Inspection Program that would require homes to be inspected and unpermitted code violations to be corrected prior to homes being sold.
- Convene a group of interested individuals and organizations interested in implementing collective ownership models.
- Consider ways to promote and construct Accessory Dwelling Units (ADUs) affordable and accessible to seniors and people with disabilities.
- Help people without rental or credit history find homes.
- Provide restorative transitional housing for the formally incarcerated.
- Support and partner with the Sacramento Tenants Union.



Culture, Arts, and Community Character

Other Potential Actions Identified by the Community

- Incentivize the rehabilitation of commercial storefronts to their original period to strengthen the sense of place along the boulevard.
- Identify spaces in the Neighborhood Study Area to be used for art, exhibits, and events.
- Commission, create, and install more public art that reflects the various cultures along 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.

- Enhance Little Saigon's marketing and promotional collateral and activities in partnership among various organizations.
- Develop a program to identify, locate, commission, and build monumental-scaled art installations at key intersections along Stockton Boulevard.
- Partner with the Sacramento Museum, Sacramento Library of Special Collections, Sacramento State, Sacramento City College, and others to collect, document, preserve, and share the stories and histories of the various cultures in the Neighborhood Study Area.
- Beautify waste and recycling bins with art.
- Support local artists and galleries.
- Attract tourist to visit local businesses and attend events.
- Explore acquiring a community center operated by and for youth.
- Develop a Stockton Boulevard bus tour highlighting the ethnic and cultural diversity of the corridor.
- Explore expansion or rehabilitation of existing venues, or development of a new event venues, in Little Saigon.
- Close streets to vehicles for performances and events.
- Preserve and revitalize Colonial Theatre.
- Develop a skate park.
- Help local artists apply for and receive grant funding.



Inclusive Economic Development

Other Potential Actions Identified by the Community

- Create a business community working group to provide capacity building and facilitate open communication with organizations that support small and micro business stakeholders in the Neighborhood Study Area.
- Focus efforts on strengthening the local construction workforce pipeline.
- Promote free, professional, one-on-one financial coaching through the City's Financial Empowerment Center (FEC).
- Strengthen partnerships with local banks to serve and provide specialized programs for the unbanked population.
- Create a targeted recruitment strategy for attracting and retaining new retail establishments that add to the diversity of businesses, types of services and products available, and support under-represented retail categories.

- Develop a Legacy Business Program to highlight longstanding businesses that are iconic and cherished community enterprises.
- Create a local hire campaign or strategy that encourages and promotes the hiring of local residents and assists businesses to hire local residents.
- Develop a Universal Basic Income (UBI) program that serves historically disadvantaged populations within the Neighborhood Study Area.
- Create a directory of women- and BIPOC-owned businesses.
- Identify a menu of tools for residents to invest in local development projects to build wealth and benefit from future development in their neighborhoods.
- Create a local community-owned back where loans serve the neighborhood and help local businesses and community groups.
- Develop a local community-based crowdfunding platform that could provide money for local developments and increase community ownership opportunities.
- Engage banks in their Community Reinvestment Act and other community development investments to increase resources in the local community.
- Pursue funding opportunities and connect with City, State, and Federal resources to provide digital access and infrastructure improvements for under-resourced residents and businesses.
- Establish a Black arts and business center.
- Promote local restaurants to hospital staff.
- Increase lodging options for visitors and hospital patients.

Environment, Public Health, and Safety

Other Potential Actions Identified by the Community

- Increase corridor maintenance.
- Integrate exercise equipment in public parks, parkways, and other frequent activity areas and expand culturally specific programming for ongoing neighborhood use.
- Support reducing food waste by promoting food recovery programs and expanding opportunities for community composting.

Community Engagement and Capacity Building

Other Potential Actions Identified by the Community

- Create opportunities to increase volunteerism with local community-based organizations.

- Design and develop a designated space where information can be consistently shared, and community members can gather to receive and spread information.
- Increase resources for outreach, especially for community-based organizations that serve residents and businesses within the Neighborhood Study Area.
- Develop easy-to-use guides that are understandable by community members and avoid acronyms and other technical jargon.
- Improve mass communications that can consistently, easily, and efficiently spread the word to residents and businesses and keep community members current on development projects and resources.
- Train children and youth to canvass and engage residents about programs and resources.
- Improve transparency in City processes by creating a mechanism that ensure feedback is received and acted upon, especially in communities of color.
- Deploy outreach strategies that are generational, so community members can tap into trustworthy and accountable networks.
- Hold more in-person conversations with community members.
- Hire culturally sensitive facilitators and translators to guide community meetings.
- Engage businesses associated with the Sacramento Hispanic Chamber of Commerce.
- Create community engagement subcommittees that meet on a regular basis to discuss topics such as safety, beautification, transportation, business, etc.

Appendix I:

Specific Plan Boundary Detail Maps



Specific Plan Area

Sacramento City Limits



Specific Plan Area

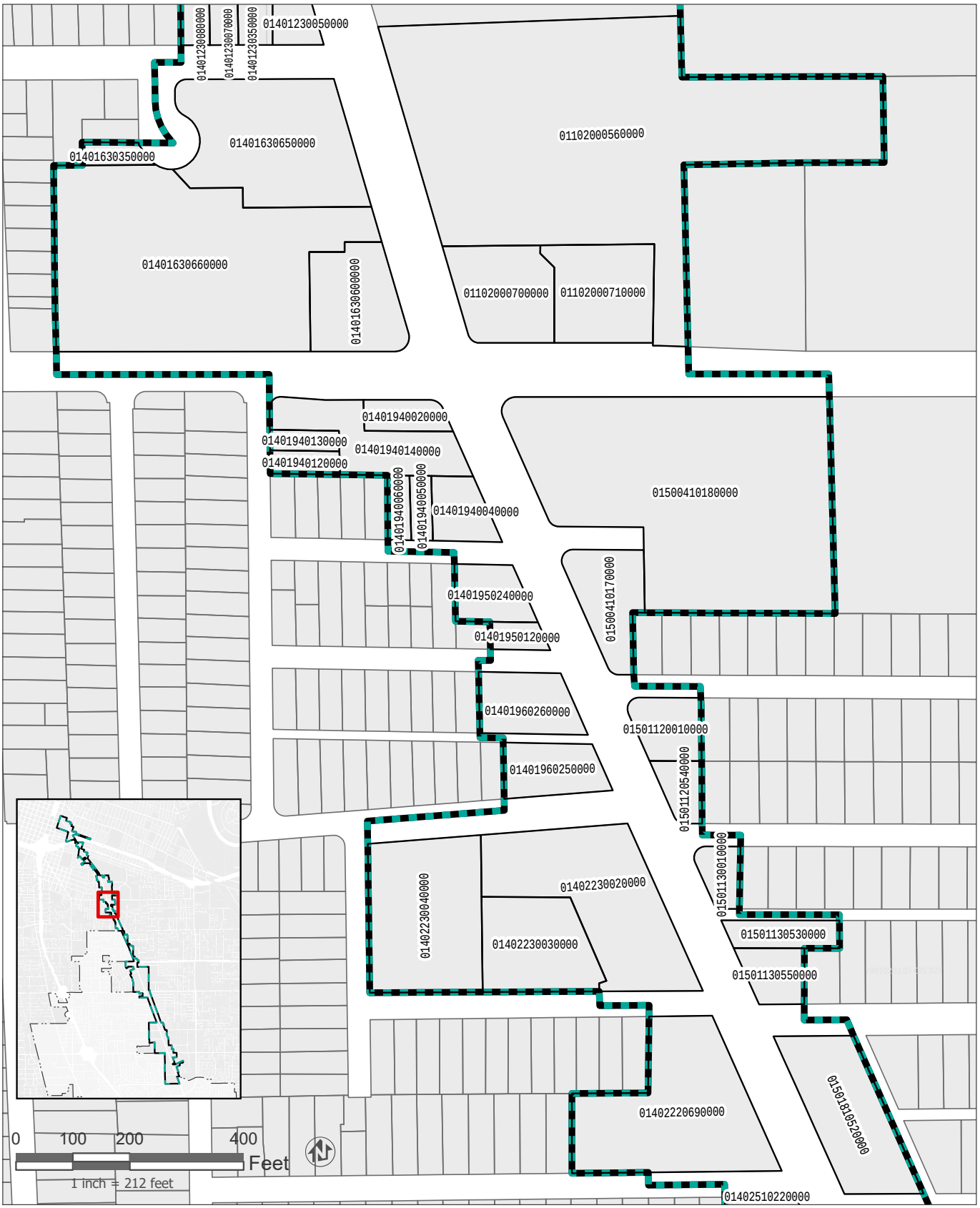
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Specific Plan Area
Sacramento City Limits


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02700110250000
02700110260000
02700110270000
02700110280000
02600730180000
02600730090000
02600730120000
02600730130000
02701710180000
02701810120000
02701810110000
02701810130000
02701810140000
02702710120000
0
115
230
460
Feet
1 inch = 244 feet
Specific Plan Area
Sacramento City Limits


02701810110000
02701810140000
02701810130000
02702710120000
02702710110000
03800110010000
03800110310000
03800110320000
03800110120000
03800110110000
03800110150000
03800110960000
03800110210000
03700810180000
03700810260000
03700810130000
03700810210000
03700810250000
03700810220000
03700810160000
03700810200000
03700810150000
03700810070000
03700810090000
03700810240000
03700810230000
03701610010000
03701610020000
03800810150000
03800810110000
03800810190000
03800810200000
03800810080000
03800810070000
03801610050000
03800810210000
03800810160000
03800810130000
0
100
200
400
Feet
1 inch = 215 feet
Specific Plan Area
Sacramento City Limits


03701610010000
03701610020000
03703100170000
03703100180000
03703100020000
03703100280000
03703100290000
03703100260000
03703100230000
03801610050000
03801610080000
03801610070000
03801910020000
03801910030000
03801910010000
03801910250000
03801910280000
03801910220000
03902410250000
03902410260000
03902410210000
03902410230000
03902410240000
04000210320000
04000210310000
04000210300000
04000210030000
04000210010000
04000210470000
04000310190000
04000310240000
04000310280000
04000310290000
03901710280000
03901710320000
03901710240000
03901710250000
03901710310000
03901710190000
03901710450000
03901710370000
03901710340000
03901710330000
03901710440000
03901710460000
0
140
280
560
Feet
1 inch = 293 feet
Specific Plan Area
Sacramento City Limits


039024102300000
03902410240000
04000210470000
04000310190000
04000310240000
03901710280000
03901710320000
03901710240000
03901710250000
03901710310000
03901710190000
03901710450000
04000310280000
03901710370000
03901710340000
03901710330000
03901710460000
03901710440000
03901710360000
03901710420000
03901710430000
04000320190000
04000320200000
03902010070000
03902010120000
0
105
210
420
Feet
1 inch = 221 feet
Specific Plan Area
Sacramento City Limits

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