

THE SUSTAINABLE NEIGHBORHOOD PLAN



Mural by local artist: **Kia Duras**, this work served as inspiration for the **Rise Stockton** logo.

TCC PLANNING GRANT PARTNERS



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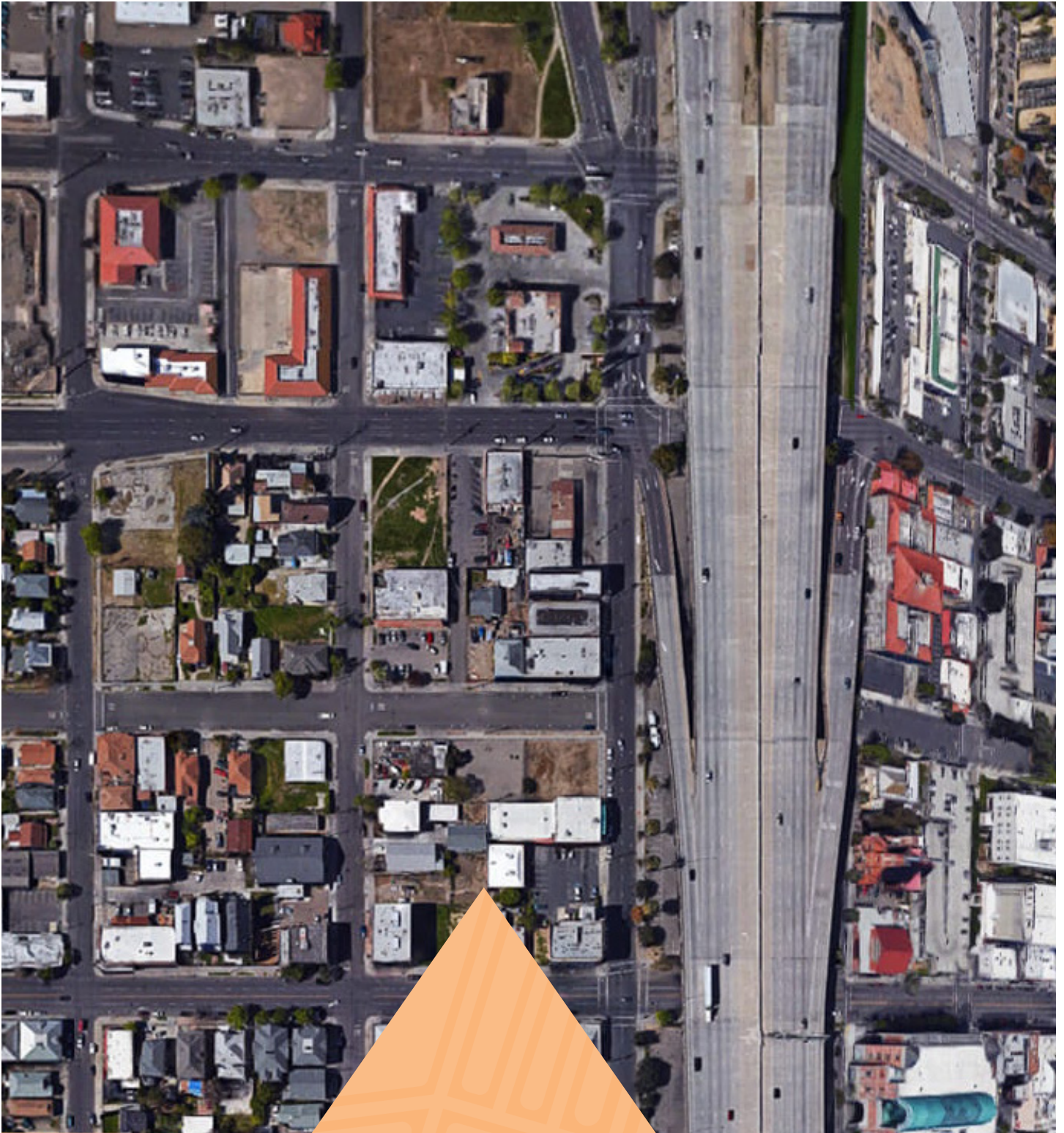
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1. INTRODUCTION

SUSTAINABLE NEIGHBORHOOD PLAN

OVERVIEW

In November 2017, the **City of Stockton** was awarded a \$170,000 **Transformative Climate Communities** (TCC) Planning Grant by the **Strategic Growth Council** to support planning activities in the Downtown and South Stockton region (Appendix A). To mobilize this grant Mayor Tubbs' Office, community partners, and the neighborhood residents created **Rise Stockton** to carry out this work. This **Sustainable Neighborhood Plan** (SNP) is a framework for **sustainable**¹ development in Central and South Stockton. It seeks to translate community concerns and recommendations into shovel-ready projects and policy proposals.

By prioritizing the input and recommendations of vulnerable populations on the frontlines of climate

change, **Rise Stockton** is crafting a roadmap for the development of equitable, healthy, and livable neighborhoods in our city. Stockton is ripe with opportunities for green development, such as redesigning the public transit system with a new fleet of affordable electric buses for residents. This report contains the collective priorities of nearly 2,000 community members based on seven months of outreach in Central and South Stockton neighborhoods.

Policies and projects are centered around the following **TCC** program **goals**^{2, 3, 4, 5}, in no particular order, some of which can be achieved in tandem or as single projects:

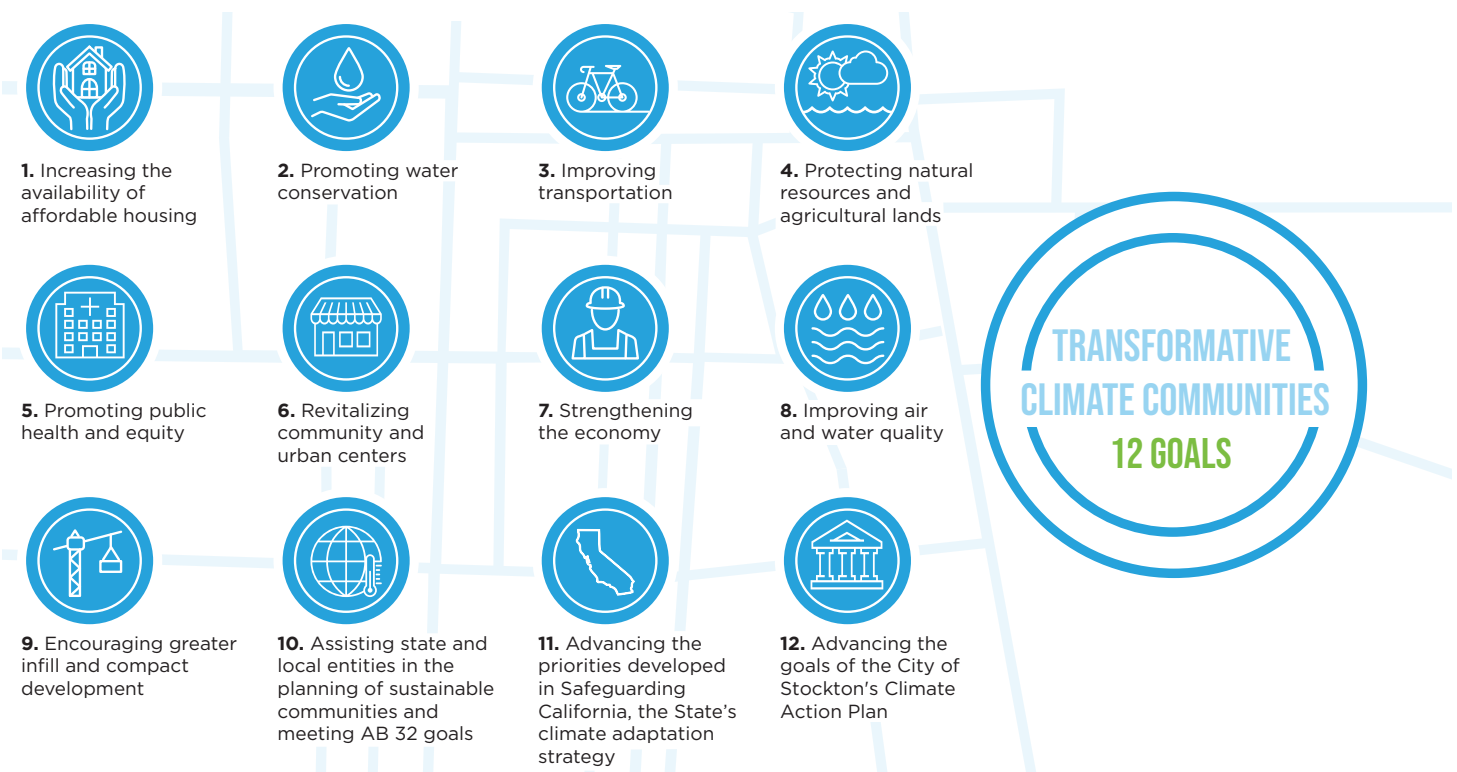
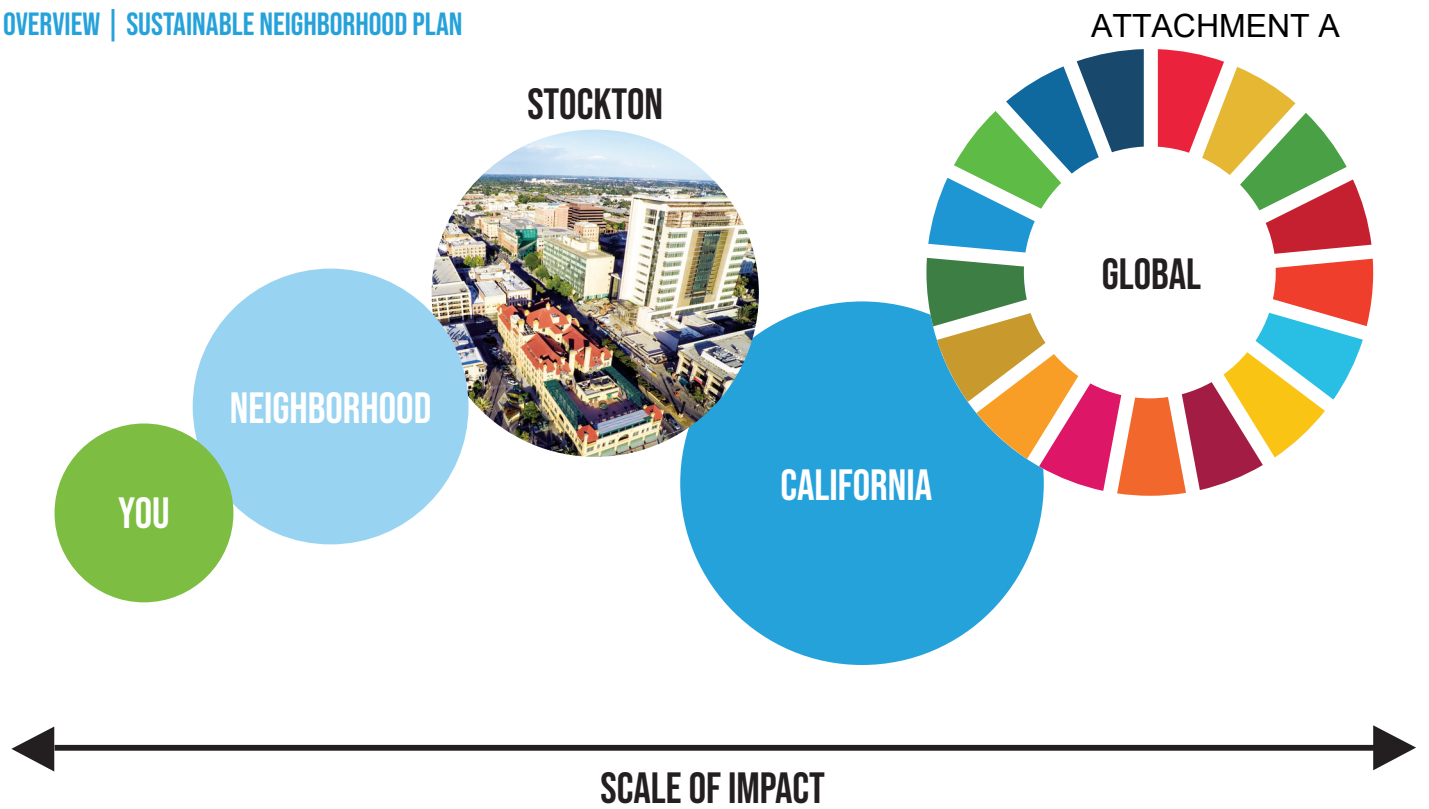


Figure 1.



The **City of Stockton** was one of several cities whose work was funded through the **Strategic Growth Council’s TCC** Planning Grant. Successful pilot initiatives in Pomona, Oakland, Los Angeles, and Fresno helped earn the **California Environmental Protection Agency (CalEPA)** Environmental Justice Task Force permanent funding through the 2016 Budget Act. To receive implementation grant funding, the projects and priorities identified through a structured community engagement process must fit under the scope of the **California Climate Investments (CCI)** Plan. **CCI’s** Plan is a statewide initiative that is investing billions of **Cap-and-Trade⁶** dollars to reduce **greenhouse gas emissions⁷**, strengthen the economy, and improve public health and the environment in **disadvantaged communities⁸**.

The elements of our **Sustainable Neighborhood Plan** include a detailed description of the project location and boundaries, which provides insight on why the area was selected. A historical context

section shares a brief history of South Stockton, explaining how it has evolved in a way that caused specific communities to become disadvantaged. The “Methodology” section explains how the **TCC** grant team engaged the community through focused conversations with residents, businesses, landowners and other stakeholders, online surveys, and canvassing neighborhoods. The “**Sustainable Neighborhood Plan**” section conveys comprehensive descriptions of the proposed community priorities, the majority of which fall within the **CCI** model. That section also outlines the various ways projects align with existing **City** goals, plans and policies, and lists key partnerships and funding opportunities. Finally, the conclusion section contains three recommended areas of action for local government and private sector investors to focus on for future planning, projects, and programming.

Although the project is scoped for the community priorities to be funded through the **CCI** model, the SNP also details alternative funding opportunities

for sustainable development priorities in South Stockton. These opportunities either did not fit into the **CCI** model or, due to the limits of time and resources, Rise Stockton was unable to fully identify them. Interdepartmental cooperation in seeking grants will be crucial for longer-term sustainable expansion. For instance, one example is to integrate affordable housing with public transit developments and to craft affordable, energy-efficient connections between homes, workplaces, and grocery stores. The section, “Relationship of SNP to other Plans, Programs and Documents,” also shows how these projects align with **General Plan**⁹ requirements and goals outlined in the **City’s Climate Action Plan (CAP)**.

This plan should be received as a framework for building long-term environmental, economic, and social progress through a series of development recommendations in neighborhoods that have been disinvested in for over a century. By the **United Nations’** definition, sustainability involves meeting the needs of the present without compromising our ability to meet the needs of future generations. It requires that we name the leading causes of air and water pollution, and strategize to make an enormous economic shift that will benefit all of Stockton’s inhabitants. It calls us to strike a compromise between competing priorities and our values as they relate to sustainable land, energy, and water use. While global in scope, these initiatives start at the local level. And here, given the holistic nature of these challenges, we believe it’s useful to align our projects with the strategies used in the **UN 17** Sustainable Development Goals. They recognize that ending poverty must go hand-in-hand with efforts to improve health and education, reduce inequality, and spur economic growth while addressing climate change. While global in scope, these initiatives start on a local level.



A photograph of a group of people standing on a grassy area in a park. A large, mature tree with a thick trunk and dense foliage dominates the right side of the frame. In the background, a chain-link fence runs across the scene. Several people are visible; one man in the center wears a bright green t-shirt with the word 'STOCKTON' printed on the back. Another person to the left carries a bright green bag. Long shadows are cast across the grass from the left, suggesting the sun is low in the sky. The overall color palette is dominated by greens and yellows from the sunlight.

TCC TIMELINE

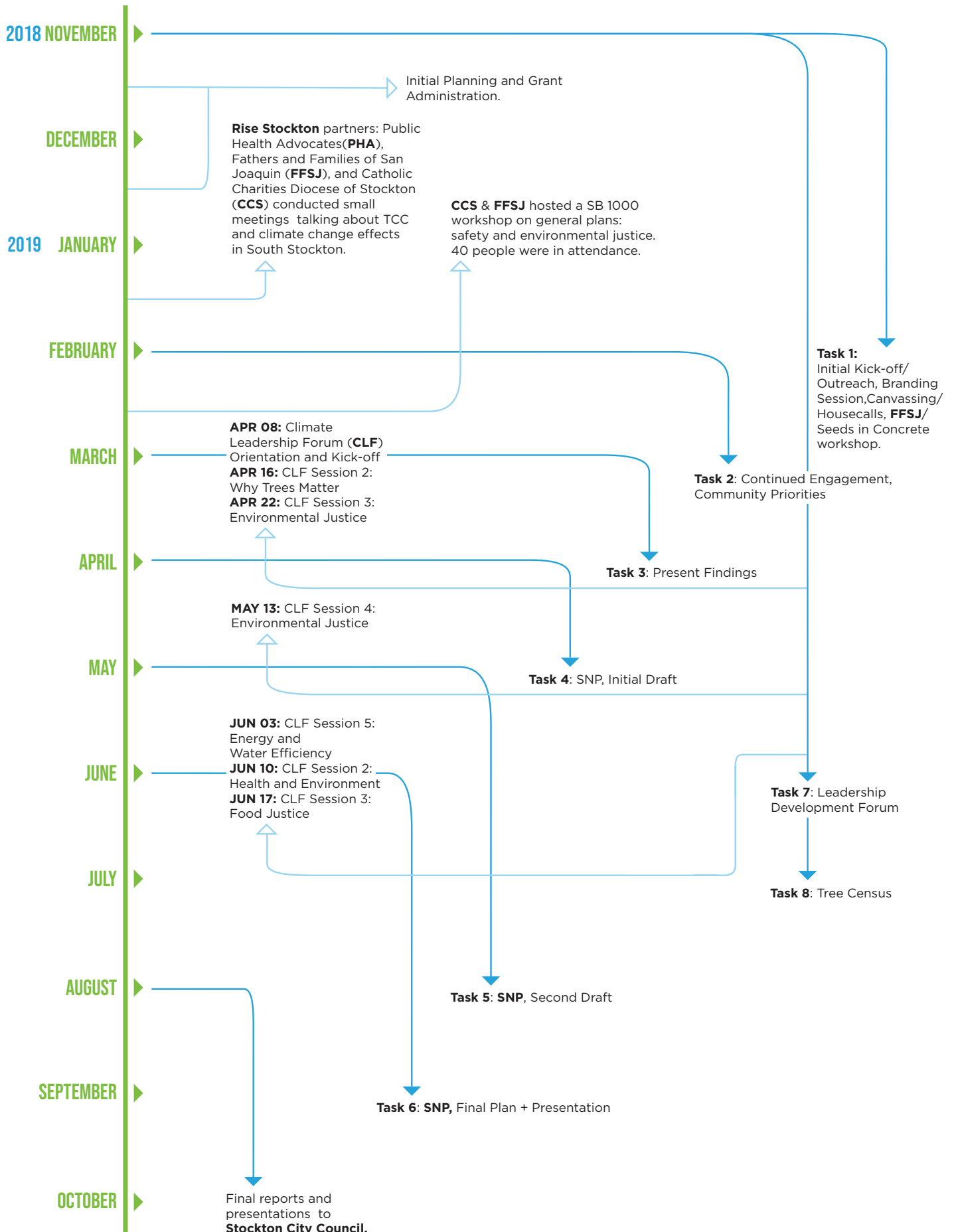
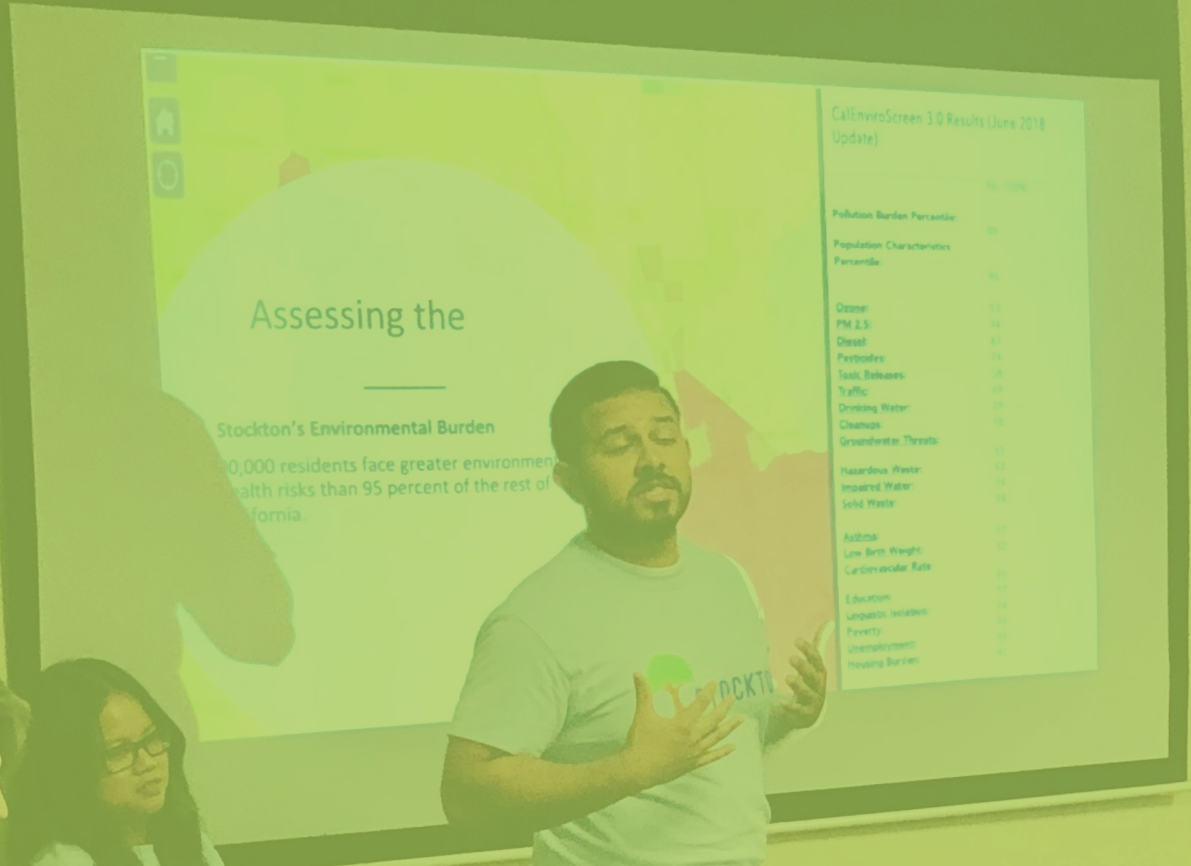


Figure 2.



PLANNING AREA AND BOUNDARIES

FINDING THE COMMUNITY

The **Sustainable Neighborhood Plan** focuses on South Stockton (Fig. 3) because of historic disinvestment that has produced ongoing, unequal outcomes with regard to health, the environment, and the local economy. Currently, residents in the **Planning Area** - primarily of Latinx, African American, and Asian descent - live in census tracts that fall within the top 5% to 25% of environmentally burdened communities, according to **CalEnviroScreen** (CES) 3.0 (Fig. 4). The area also experiences one of the highest scores - 98 - in the CES 3.0 Unemployment Indicator. Census tracts within the **Planning Area** are also defined as “**low income communities**”¹⁰. In these tracts, the household median income stands at or below 80 percent of the statewide median income. (In 2017, California’s median household income was \$82,009 — 80 % of which would be \$65,607.)

The **Planning Area** is comprised of everything within the city limits from Harding Way down to Arch Airport Road. Harding Way serves as the northernmost boundary because it has historically been a dividing line which people of color could not cross north of in Stockton. The area includes the resource-rich Downtown neighborhood — which has ample opportunities to enact climate-conscious, equitable development, and infrastructure improvements — as well as the historically disinvested neighborhoods of South Stockton. Multiple public housing developments are situated in the planning area, including Conway Homes in Southwest Stockton,

Sierra Vista in Southeast Stockton, and Fremont neighborhood.



TCC PLANNING AREA GUIDELINES

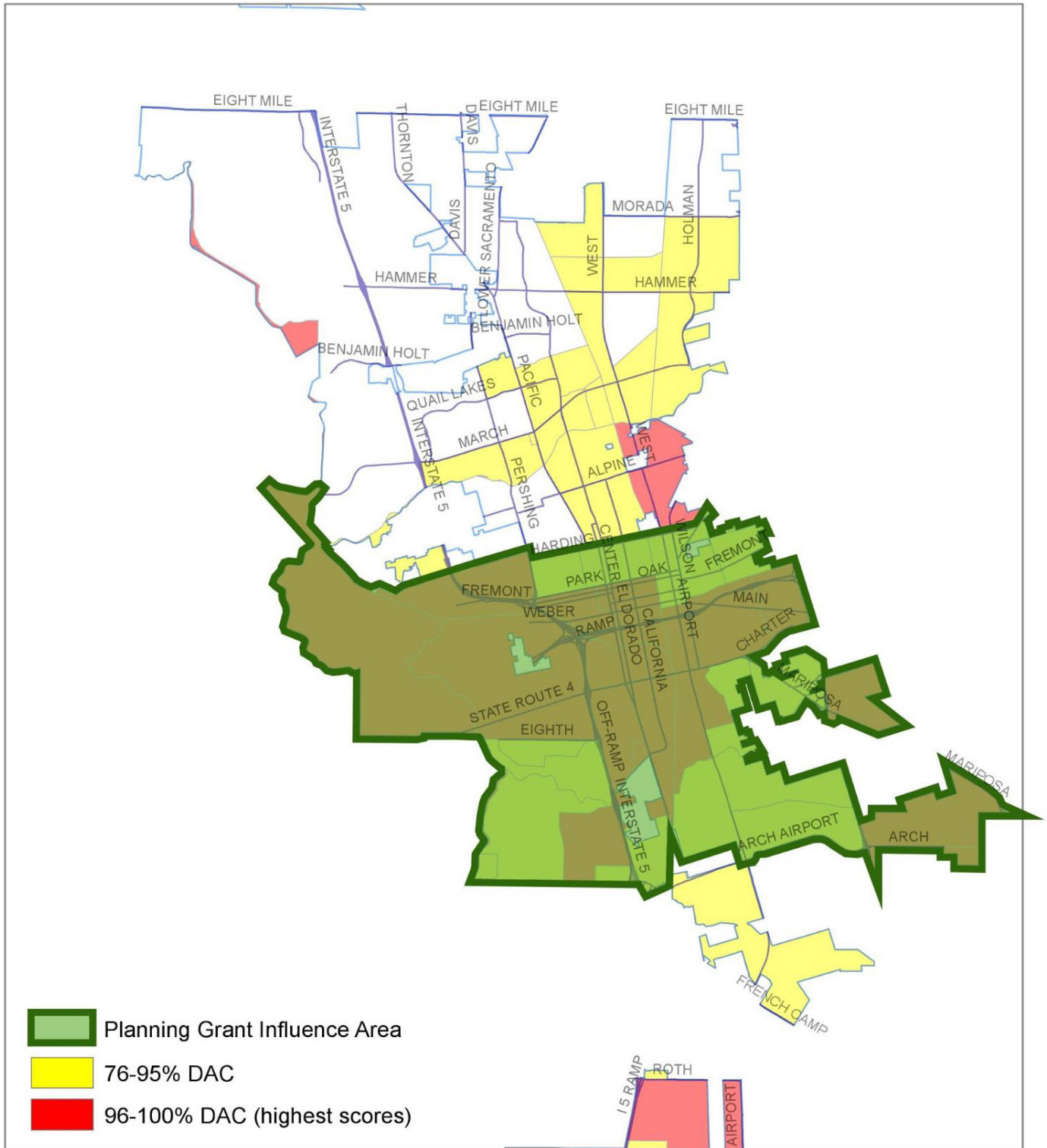


Figure 3. Data: California Air Resources Board, City of Stockton, County of San Joaquin.

DAC: Disadvantaged communities



HISTORICAL CONTEXT

SOUTH STOCKTON AND HISTORIC DISINVESTMENT

As with other **TCC** grant recipients, communities of color, especially in the areas of Stockton that are south of Harding Way, have suffered from disinvestment in their neighborhoods and the negative impacts of development projects since their area was urbanized in the early 1920s. **Redlining practices** under FDR's New Deal in the 1930s, and years of subsequent discriminatory housing practices, have held many neighborhoods back (Fig. 4). Additionally, the social and physical fabric of entire neighborhoods was torn apart by the construction of a freeway to connect Interstate 5 and California State Route 99 in the late 1960s. This historical context, one of **institutionalized racism**, influenced how planning grant recipients determined the **planning area**.

The roots of Stockton's climate crisis extend as far back as the early years of white settlement. The original stewards of the area were the **Indigenous Yokuts**, who were violently displaced during the Gold Rush period. As is often the case after Indigenous peoples are removed, what followed was a mismanagement of natural resources that was dominated by a profit-driven understanding of humankind's connection to the land. In May 2019, the **United Nations** released a climate report stating that humans had "significantly altered" about three quarters of land-based environments and about two-thirds of marine based environments. However, the **UN** also found these trends to be less severe — or absent altogether — in areas controlled by Indigenous populations and local communities. The

climate crisis that the frontline communities within our **Planning Area** now experience acutely is derived from the original dispossession of Indigenous people.

Following the displacement of indigenous peoples, Stockton eventually urbanized and was deliberately bisected into North and South Stockton — a clear continuation of institutional racism — through local and federal laws meant to exclude low-income communities of color from civic participation, wealth, and mobility. In the 1930's, the **Federal Housing Authority** created redlined maps as a way to determine which neighborhoods would be eligible for home loans (Fig. 5). Neighborhoods in the Planning Area were subsequently denied loans on the basis of having high populations of poor people and people of color. Meanwhile white residents in North Stockton were able to secure homes, build generational wealth, and pursue long-term development. Rather than use these loans to create high-density housing near the downtown area, residents within North Stockton continually built homes farther north, which began a wave of **urban sprawl**¹¹. The aftermath of this wave will be described later in this section, as it continued up until 2007.

Discriminatory housing and city policies continued into the late 1960s when the city government, federal government, and private developers collaborated to demolish neighborhoods that they deemed "**blighted**"¹²—neighborhoods that were primarily comprised of Filipino, Chinese, Japanese, Mexican,

and African American residents. After **displacing**¹³ these communities, the city then constructed the crosstown freeway—a physical reinforcement of the social and economic inequality that already divided North and South Stockton. Since then, the **City of Stockton** has continuously focused resources and development in North Stockton. Compared to North Stockton, neighborhoods in South Stockton have environmental challenges such as: less tree canopy, a higher rate of exposed asphalt, and locations closer to sources of industrial pollution. These environmental challenges, combined with a high concentration of poverty, has led to higher ambient temperatures; noise, air, and water pollution; increased negative health impacts; a lack of access to healthy and affordable food; and, a lack of affordable housing.

In 2008, Stockton was sued by the **Sierra Club** for allegedly violating the **California Environmental Quality Act (CEQA)** in its approval of the **2035 General Plan**. Specifically, the Sierra Club asserted that the **Environmental Impact Report (EIR)** within the General Plan did not satisfy the requirements of CEQA. This assertion was shared by then-**Attorney General Edmund G. Brown, Jr.**, who raised concerns that the EIR failed to incorporate enforceable measures to mitigate greenhouse gas emission impacts.

However, the **City** contended that the General Plan and EIR adequately fulfilled the requirements of **AB 32**. Later in 2008 a settlement was agreed to wherein the City would, among other things, create a **Climate Action Plan (CAP)**. According to the settlement agreement, the CAP had to inventory **Greenhouse Gas (GHG)** emissions for 1990, present (2014), and 2020, provide specific targets for reductions of the current and projected 2020 GHG emissions

inventory, and set a goal to reduce per capita vehicle miles traveled (VMT). Additionally, to reduce sprawl, city staff had to submit a recommendation to the **City Council** within a year of CAP adoption. It would require that at least 4,400 units of new housing be located in downtown Stockton, with an additional 14,000 new units located within the existing city limits. Furthermore, city staff had to recommend to City Council green building regulations to ensure that the new buildings were energy and water efficient and built with eco-friendly materials. City staff set out to work on the CAP for the next five years, and it was approved by City Council in 2014.

VISUALIZING DISINVESTMENT

In **Figure 4**, the longstanding impacts of redlining can be seen through the comparison of 1938 redlined districts and the rank of the most environmentally burdened communities. The **CalEnviroScreen 3.0** map defines the areas marked in green as those with the lowest amount of environmental burden; areas marked in red have the highest. The **redlining** grades are ranked from 'best' (A-First Grade) and 'worst' (D-Fourth Grade). The D grade often was the result of populations being 'racially heterogenous', in other words, having residents who were primarily non-white. The A grade was used in neighborhoods made up of primarily wealthy white residents.

REDLINING + CAL ENVIRO SCREEN 3.0

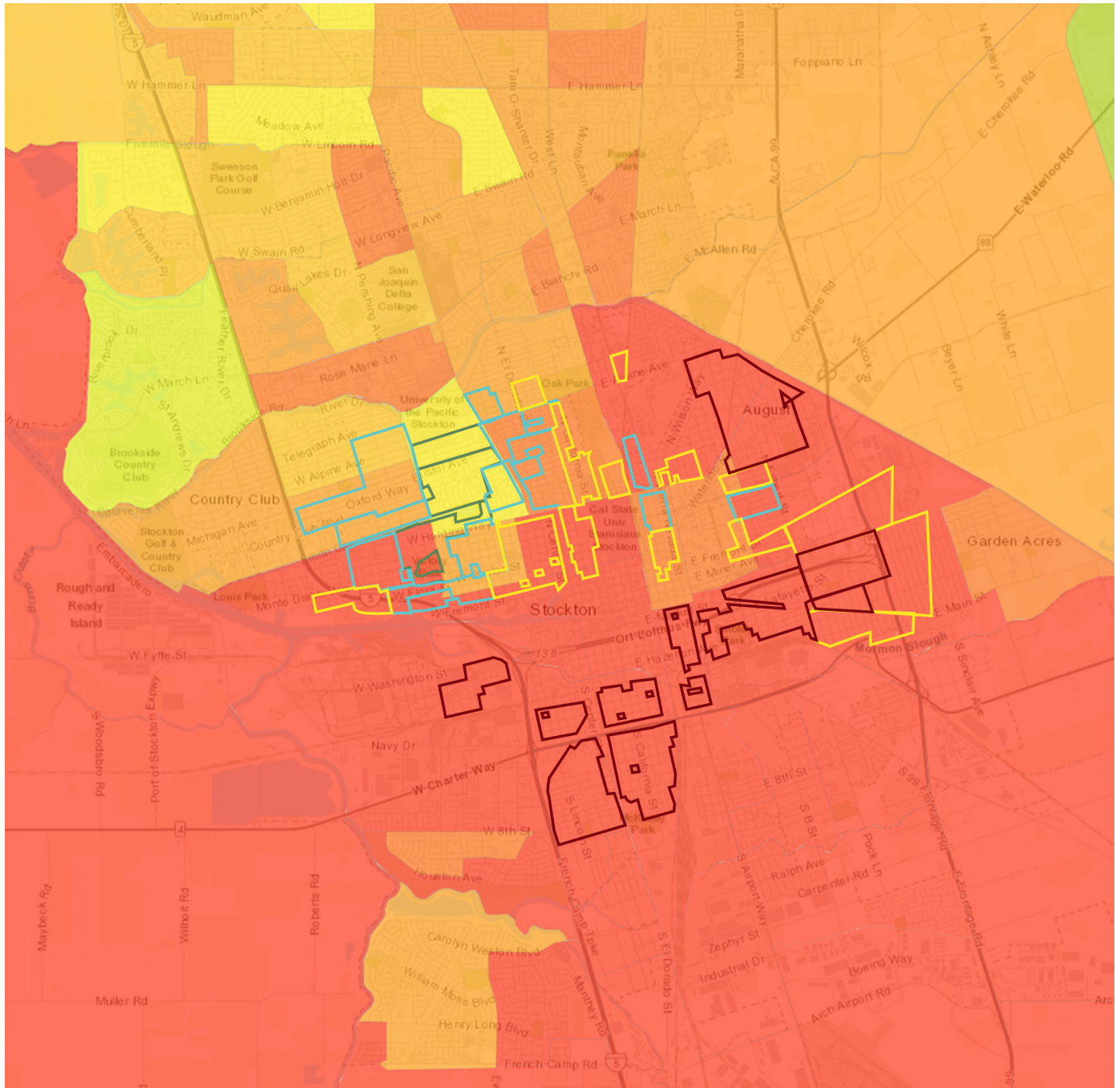


Figure 4.

CAL ENVIRO SCREEN 3.0 LEGEND STOCKTON 1938 REDLINING MAP LEGEND

- 31-40%
- 41-50%
- 51-60%
- 61-70%
- 71-80%
- 81-90%
- 91-100%

- A - First Grade
- B - Second Grade
- C - Third Grade
- D - Fourth grade



METHODOLOGY

OUR METHODS

To effectively gather critical insights about how climate change impacts the communities in the **TCC Planning Area**, TCC Planning Partners and the **City of Stockton** created the “**Rise Stockton**” initiative. Rise Stockton sought to ensure that local experiences formed the building blocks for developing a **Sustainable Neighborhood Plan** and used outcomes from the two other TCC Planning Grant activities, Climate Leadership Forum and Tree Census Update, to establish the goals and priorities (Appendix C and D).

A range of community voices and preferences were incorporated into this plan through various community engagement strategies, including

group-focused outreach and individual outreach. Outreach methods included: large meetings and townhalls; small meetings and workshops; seminars; presentations; conversations with residents, businesses, landowners, and other stakeholders; and online surveying and canvassing of **Planning Area** neighborhoods. A variety of strategies were selected to ensure the full perspective of residents within the **Planning Area** was captured. **Rise Stockton** intentionally pursued a participatory process, as defined by the **Strategic Growth Council**, which calls for community-driven outreach. The purpose and results of each of these strategies will be discussed within this section. See **Figure 5**. Methodology Summary for details.

Method	Frequency	Avg. Attendance	Total Engaged
Large Meetings and Townhalls	5 meetings	50	310
Small Meetings and Workshops	20 meetings	15	320
Seminars (Climate Leadership Forum)	8 seminars	15	110
Surveying and Canvassing	10 efforts	Individual	350
Presentations	25	30	620
Focused Conversations	100	1-3 people	175
Total Engaged			1,885

Figure 5.

GROUP-FOCUSED OUTREACH:

Large Meetings and Townhalls, Small Meetings and Workshops, + Seminars

To promote local participation in the **SNP** planning process, **Rise Stockton** hosted 33 public meetings ranging from formal to informal, large to small, and educational to experiential. The overall intention of these workshops was to hear directly from the residents within the **Planning Area** and to establish a positive relationship between residents, **Rise Stockton**, and the **City of Stockton**.

In addition to gathering the insight and perspectives of local residents, **Rise Stockton** provided a series of educational workshops known as **Climate Leadership Forums** (CLF). The intention of these workshops was to foster a symbiotic relationship between **Rise Stockton** and residents within the **Planning Area** wherein the perspectives of residents were captured through verbal and written input and the residents were educated and given tools to address the climate-related issues within their communities. In addition to a Climate Justice Orientation session, there were six Climate Leadership Forums hosted at the Stribley Community Center, which is within the **Planning Area**.

INDIVIDUAL OUTREACH:

Surveys, Canvassing, Presentations, and Focused Conversations

Translating the voice of the community into a specific list of priorities was done by fielding the information collected from the group-focused outreach meetings into the creation of surveys, presentations and focused conversations for the individual outreach methods. Door-to-door canvassing and focused conversations were conducted within the **TCC**

Planning Area by **Rise Stockton** partners. Community priorities and project ideas were identified by analyzing the results of two surveys. The construction of both surveys was informed by the comments received through public workshops and focused conversations. Surveys were administered both in person by partners of **Rise Stockton** and online. The surveys were available in English and Spanish.

The first survey gathered critical insights about the ways pollution impacts residents within the Planning Area, and asked for proposed solutions. There were 141 responses to the first survey. A full analysis of the responses was completed by an AmeriCorps VISTA member. The second survey asked residents to rank the proposed solutions within each issue area in order to identify the top priorities. There were 98 responses to the second survey. A full analysis of the responses was completed by an AmeriCorps VISTA member. The surveys and a full analysis of the results can be found in **Appendix B**.



2. SUSTAINABLE NEIGHBORHOOD PLAN



COMMUNITY PRIORITIES

COMMUNITY PRIORITIES

MASTER TABLE

The following table is a summary of the priorities determined by **Planning Area** residents through the community outreach and engagement process from January to May 2019. These issues comprise the **Community Priority Sections**, which are labeled as “CP” in the first column of the table below. Next, for the seven issue areas, we identified proposed **City** goals, which were drawn from existing planning documents such as the **Climate Action Plan** and the **General Plan**. These were presented to **Planning Area** Residents during Survey 2 (Appendix B).

Planning Area Residents then selected their priority goals, which appear in the second column below. From these community identified issue areas and goals, we developed the specific project ideas which are listed under each section.

The ideas listed below are among those that often surfaced during conversations and focus groups. While aspirational, they are also achievable: each of the ideas aligns with **City** and **Statewide** goals, as well as with various climate grant programs that could potentially provide funding.



Figure 6. Top Seven Community Priorities.

Community Priorities	Priority Goals	Project Priorities
<p>CP 1. Energy</p>	<p>Learning ways to lower their utility bill</p>	<p>CP 1.1 Install rooftop solar on residential and non-residential properties, community solar garden alternatives</p> <p>CP 1.2 Solar/sustainable energy education/workshops</p> <p>CP 1.3 Adopt Community Choice Energy to accelerate the shift toward renewable energy and put the decision-making power into the hands of residents</p> <p>CP 1.4 Transition to energy-efficient irrigation systems for urban forestry and community gardens</p> <p>CP 1.5 Develop a high-tech carbon sequestration facility</p> <p>CP 1.6 Energy efficient affordable housing</p>
<p>CP 2. Health</p>	<p>Establishing a farmers market in their neighborhood</p>	<p>CP 2.1 Resurrect large-scale community agriculture: identify partnerships with area residents to redevelop abandoned or vacant parcels to produce fresh fruits and vegetables year-round. This would also help build a local workforce.</p> <p>CP 2.2 Open food cooperatives in food deserts: promote the organization of worker-owned cooperatives to sell fresh produce to local residents.</p>

Figure 7.

Community Priorities	Priority Goals	Project Priorities
<p>CP 3. Parks</p>	<p>Improving park equipment</p>	<p>CP 3.1 Implement neighborhood programs that allow residents to participate in park improvements and safety issues with neighborhood residents as program leaders.</p> <p>CP 3.2 Improve park equipment + pools including: park clean up and quarterly revitalization efforts (City of Stockton Parks Revitalization Program).</p> <p>CP 3.3 Establish new parks and green community spaces.</p> <p>CP 3.4 Revitalize existing parks to meet the needs of the communities that use them. Van Buskirk Park is a recommended starting place for project planning.</p> <p>CP 3.5 Maintain tree canopy.</p>
<p>CP 4. Safety</p>	<p>Creating a neighborhood watch program</p>	<p>CP 4.1 Implement a Neighborhood Watch Program</p> <p>CP 4.2 Improve street lighting, residential and main streets</p> <p>CP 4.3 Community environmental stewardship programs for youth and the incarcerated or formerly incarcerated</p>

Community Priorities	Priority Goals	Project Priorities
<p>CP 5. Transportation</p>	<p>Establishing safer routes to school</p>	<p>CP 5.1 Create Safe Routes to School: Easily identifiable bike lanes, sidewalk installations/improvements, speed bumps, and other traffic improvements</p> <p>CP 5.2 Longer bus hours and more bus routes in South & East Stockton, focusing on making doctor's appointments, grocery stores, jobs, etc. more accessible</p> <p>CP 5.3 Establish autonomous electric vehicle shuttles</p> <p>CP 5.4 Implement RTD Solar Power Project (includes a fleet of electric buses powered by solar panels atop the Downtown Transit Center)</p> <p>CP 5.5 Electric Vehicle Car Share</p>
<p>CP 6. Waste</p>	<p>Implementing a neighborhood clean-up program</p>	<p>CP 6.1 Collaborative neighborhood/city clean-up program</p> <p>CP 6.2 Green waste/composting program & education</p> <p>CP 6.3 Improve recycling program for businesses and residences</p>

Figure 7.

Community Priorities	Priority Goals	Project Priorities
<p>CP 7. Water</p>	<p>Water efficiency and household water testing and repair support</p>	<p>CP 7.1 Provide household-level support for pipe and water quality testing, replacement or retrofitting</p> <p>CP 7.2 Water quality safety education campaigns from local service providers</p> <p>CP 7.3 Install water efficient irrigation, water efficient landscaping</p> <p>CP 7.4 Install water efficient appliances</p>

CP 1. ENERGY



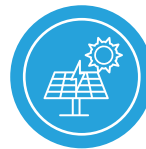
“ENERGY SUSTAINABILITY IS ONE OF THE MOST CRITICAL POINTS IN THE DEVELOPMENT OF A SUSTAINABLE NEIGHBORHOOD PLAN”

Energy sustainability is one of the most critical points in the development of a **Sustainable Neighborhood Plan**. Energy resources power **economic development**¹⁴ and allow for robust, healthy communities worldwide. The **UN** has identified access to affordable, reliable, sustainable, and modern energy for all as their 7th Sustainable Development Goal, to be reached by 2030.

In **Survey 1** (Appendix B), an overwhelming majority of residents listed high utility bills as an issue that they, or people they know, struggle with in their community. A 2016 report by the American Council for an Energy Efficient Economy found that low-income households routinely spend three times more money on utilities (as a proportion of their income) than do higher income families. This is largely due to their homes being older and less energy efficient ([ACEE Energy Burden](#)).

While low-income residents spend proportionately more on home energy costs, they have little choice as to where that energy comes from. It's here that a **transformative approach to municipal energy** could help community members lower costs and gain more energy independence. For example, by adopting Community Choice Energy, the City could help residents gain access to clean power options at a competitive price. Residents could also achieve

Cost savings and energy independence by producing Their own power through renewable sources such as wind and solar.



PROJECT IDEAS

CP 1.1

Installing rooftop solar on residential and nonresidential properties, community solar garden alternatives

CP 1.2

Solar/sustainable energy education/workshops

CP 1.3

Adopting Community Choice Energy to accelerate the shift toward renewable energy and put the decision-making power into the hands of residents

CP 1.4

Transitioning to energy-efficient irrigation systems for urban forestry and community gardens

CP 1.5

Developing a high-tech carbon sequestration facility

CP 1.6

Energy efficient affordable housing



CP 2. HEALTH

“RESTORING DECISION-MAKING AND COMMUNITY POWER OVER FOOD PRODUCTION AND ACCESS IS ESSENTIAL TO IMPROVING PUBLIC HEALTH.”

The **San Joaquin Valley** has long had a reputation for producing fresh fruits and vegetables that are then transported nationally and globally. However, within Stockton, many existing neighborhoods in the **Planning Area** lack access to fresh produce and healthy food. Liquor stores are abundant, but few sell high-quality groceries and fresh produce. Coupled with costly transit access, many residents are isolated in **food desert**¹⁵ with limited options beyond liquor stores, snacks and fast food. Obesity, among other negative health indicators such as diabetes and heart disease, have impacted residents. Restoring decision-making and community power over food production and access is essential to improving public health.

PROJECT IDEAS

CP 2.1

Resurrect large-scale community agriculture: identify partnerships with area residents to redevelop abandoned or **vacant parcels**¹⁶ to produce fresh fruits and vegetables year-round. This would also help build a local workforce.

CP 2.2

Open food cooperatives in food deserts: promote the organization of **worker-owned cooperatives**¹⁷ to sell fresh produce to local residents.



CP 3. PARKS



“HEALTHY, EQUITABLE, AND SUSTAINABLE COMMUNITIES PRIORITIZE PARKS AND RECREATIONAL FACILITIES, INCLUDING THE URBAN TREE CANOPY AND RELATED INFRASTRUCTURE.”

Healthy, equitable, and **sustainable** communities prioritize parks and recreational facilities, including the **urban tree canopy**¹⁸ and related infrastructure. While there are many beautiful parks within the **Planning Area**, they are often poorly maintained or pose safety concerns for children and residents. Yet maintaining these green spaces is crucial, since the natural cooling effect of parks and street trees can help temper the severity of climate-related health risks. For instance, according to the [EPA](#), in the evening urban areas can be up to 20 degrees warmer than rural areas on the city’s edges. Despite the excessive urban heat, low-income urban residents may have to limit their use of air conditioning to save money — provided that they have air conditioning at all. Such factors make heat waves disproportionately hazardous in **low-income neighborhoods**, and make the need for urban tree cover even more essential.

Along with reducing the **heat island effect**¹⁹, **urban forestry**²⁰ provides many other benefits. Parks and street trees provide beauty and comfort, and help reduce social isolation by creating outdoor spaces where neighborhood residents can come together. However, solar lighting and moonlighting — along with operating drinking fountains, and regular maintenance — are basic necessities that are often missing from Stockton’s parks due to budget constraints.

PROJECT IDEAS



CP 3.1

Implement neighborhood programs that allow residents to participate in park improvements and safety issues with neighborhood residents as program leaders.

CP 3.2

Improve park equipment + pools including: park clean up and quarterly revitalization efforts (City of Stockton Parks Revitalization Program).

CP 3.3

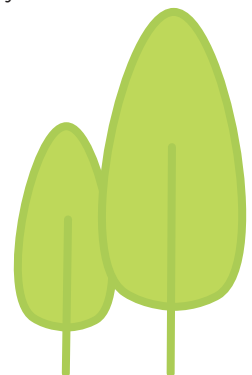
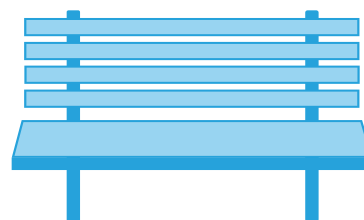
Establish new parks and green community spaces.

CP 3.4

Revitalize existing parks to meet the needs of the communities that use them. Van Buskirk Park is a recommended starting place for project planning.

CP 3.5

Maintain tree canopy.



CP 4. SAFETY

“NEIGHBORHOODS HAVE THE ABILITY TO REDUCE VIOLENCE BY FOSTERING COMMUNITY CONNECTIVITY, CREATING A SENSE OF PLACE, AND ENCOURAGING SOCIAL INTERACTIONS BETWEEN RESIDENTS, EMPLOYEES, AND MERCHANTS.”

Community violence is a top concern for many residents in the **Planning Area**. How we design neighborhoods can prevent violence and crime, alleviate the demands placed on police and local school districts. Neighborhoods have the ability to reduce violence by fostering community connectivity, creating a sense of place, and encouraging social interactions between residents, employees, and merchants.



PROJECT IDEAS

CP 4.1

Implement a Neighborhood Watch Program

CP 4.2

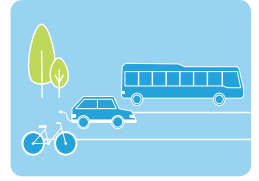
Improve street lighting, residential and main streets

CP 4.3

Community environmental stewardship programs for youth and the incarcerated or formerly incarcerated



CP 5. TRANSPORTATION



“OUR MISSION IS TO PRIORITIZE PEOPLE — ESPECIALLY THOSE WHO HAVE BEEN RECOGNIZED AS ‘DISADVANTAGED’ — IN THE TRANSPORTATION NARRATIVE.”

In Survey 1 (Appendix B), respondents from the **planning area** identified vehicles as a significant source of pollution in their neighborhoods. Their experiences reflect Stockton’s unique position as a commuter city, where vehicle emissions are exacerbated by agricultural/ factory/port emissions.

As stated in this [2018 CARB report](#) “The Valley has the most burdensome PM2.5 challenge in the country (PM 2.5 refers to fine particulate matter, an air pollutant related to health risks) ... “Mobile sources — cars, trucks, and myriad off-road equipment — and the fossil fuels that power them are the largest contributors to the formation of ozone, PM2.5, toxic diesel particulate matter, and **greenhouse gas emissions** in California.” Residents’ top strategy for addressing these issues called for free or low-cost green transportation. Currently, only 30% of respondents use public transportation, and only 15% ride bicycles. By addressing residents’ calls for the prioritization of safety and accessibility, those percentages will rise.

Our mission is to prioritize people — especially those who have been recognized as ‘**disadvantaged**’ — in the transportation narrative. **The Safe Routes to Schools (SRTS) Program**²¹ has found that communities adjacent to the six selected Stockton schools are among the most **disadvantaged** in

the state. The proposed **SRTS** improvements will support increased walking and cycling as viable and safe methods of daily transportation to and from schools. The benefits of investing in various means of transportation are multifold: it encourages healthy and active communities, and at the same time, attracts and maintains businesses that can rely on an optimized transportation system to move and receive goods.



PROJECT IDEAS

CP 5.1

Create Safe Routes to School: Easily identifiable bike lanes, sidewalk installations/ improvements, speed bumps, and other traffic improvements.



CP 5.2

Longer bus hours and more bus routes in South & East Stockton, focusing on making doctor’s appointments, grocery stores, jobs, etc. more accessible.



CP 5.3

Establish autonomous electric vehicle shuttles.

CP 5.4

Implement RTD Solar Power Project (includes a fleet of electric buses powered by solar panels atop the Downtown Transit Center).

CP 5.5

Electric Vehicle Car Share.

CP 6. WASTE

“CLEANING UP THE GARBAGE AND EDUCATING RESIDENTS ON HOW TO PROPERLY RECYCLE, COMPOST, AND DISPOSE OF WASTE IS INTEGRAL TO CREATING SUSTAINABLE LIFESTYLES FOR THE FUTURE.”

According to the [Environmental Protection Agency](#), in 2015 the United States generated 262.4 million tons of material solid waste, and 52% of this waste was sent to landfills. Continuing at this rate of consumption and waste will have negative impacts not only at a local level, but at a national and global level.

In **Survey 1**, South Stockton community members identified garbage as a top source of pollution in their neighborhoods. Coping with high levels of unattended garbage affects the way that residents feel about their neighborhoods. It can weaken their trust in the city’s ability to provide services and discourage residents from spending time outside. Cleaning up the garbage and educating residents on how to properly dispose of waste, recycle, and compost is integral to creating sustainable lifestyles for the future.



PROJECT IDEAS

CP 6.1

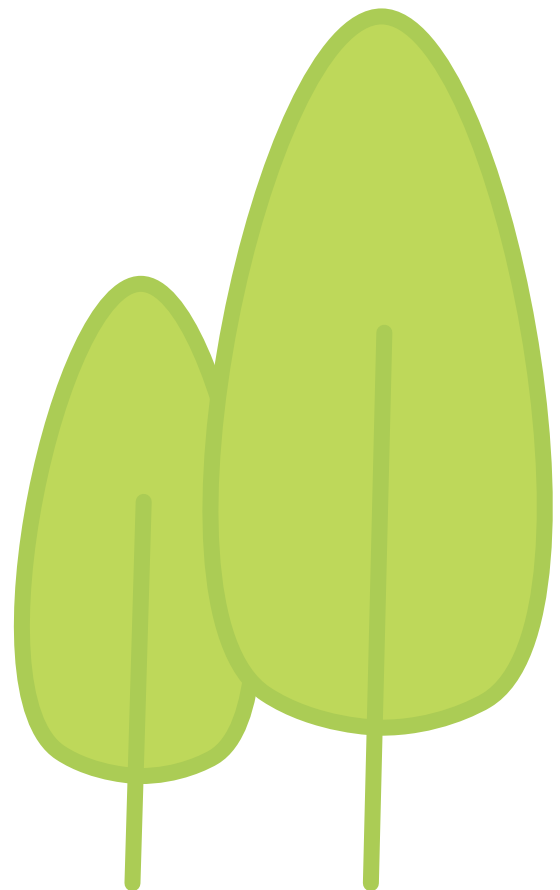
Collaborative neighborhood/city clean-up program.

CP 6.2

Green waste/composting program & education.

CP 6.3

Improve recycling program for businesses and residences.



CP 7. WATER

“RESIDENT INPUT CALLS FOR EDUCATION CAMPAIGNS THAT INFORM RESIDENTS OF DRINKING WATER SAFETY AND EXPLAIN THE ECONOMIC BENEFITS OF CONSUMING SAFE TAP WATER.”

In **Survey 1** (Appendix B), community members said they struggle with having to purchase bottled water, and they believe that their public sources of water for drinking, bathing, and hygiene are unsafe for consumption. While Stockton’s water quality meets all safety standards, the perceived problem of access to clean water is an issue. Resident input calls for **education** campaigns that inform residents of drinking water safety and explain the economic benefits of consuming safe tap water. Input also suggests that water quality issues may exist in connection pipes at the household level. Homeowner support for pipe testing from the utility connection to the tap should be explored.

PROJECT IDEAS

CP 7.1

Provide household-level support for pipe and water quality testing, replacement or retrofitting

CP 7.2

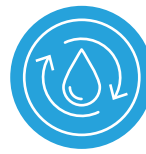
Water quality safety education campaigns from local service providers

CP 7.3

Install water efficient irrigation, water efficient landscaping

CP 7.4

Install water efficient appliances



THE SNP + OTHER PLANS

The Sustainable Neighborhood Plan provides a framework for developing holistically strong communities in terms of their environment, economy, and health. By building on existing City of Stockton documents — including the Climate Action Plan (CAP), and General Plan — the Sustainable Neighborhood Plan matches the City's priorities with the community priorities of Planning Area residents.

ALIGNMENT WITH CITY GOALS, PLANS, AND POLICIES

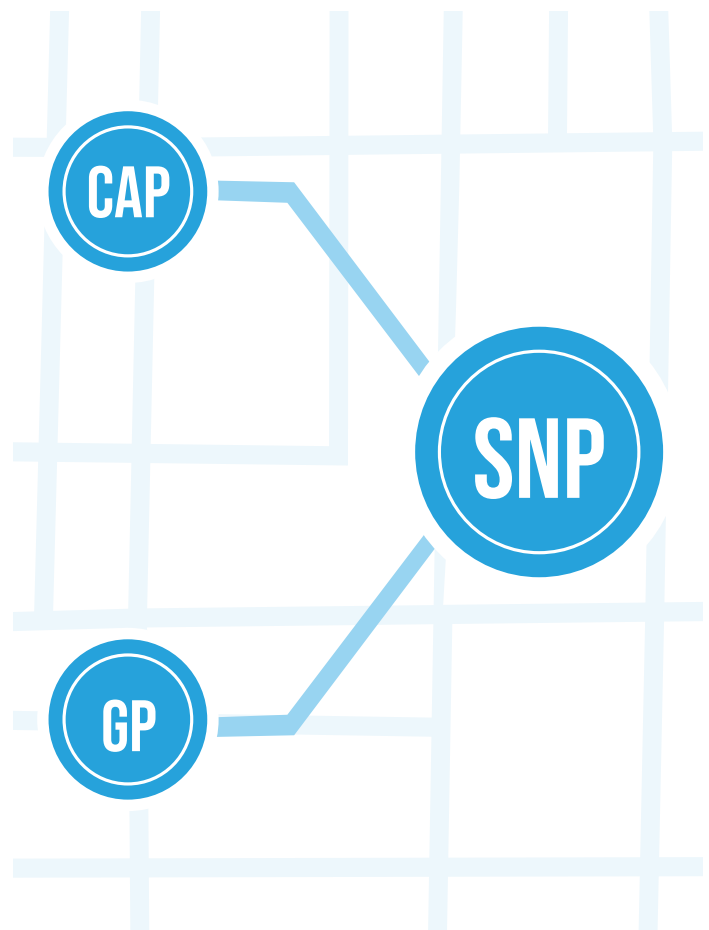
The **Sustainable Neighborhood Plan** seeks to address seven issue areas: Energy, Health, Parks, Safety, Transportation, Waste, and Water. These areas were identified through existing city documents, including the **Climate Action Plan** (CAP) and the **General Plan** (GP). The **Sustainable Neighborhood Plan** aligns city priorities and strategies in the issue areas with the planning area in South Stockton and community identified project ideas.

The **CAP** identifies strategies to reduce greenhouse gas emissions, including upgrading existing transit systems, retrofitting existing residential and non-residential buildings for energy efficiency, updating municipal lighting, promoting water efficiency and energy efficiency through investing in solar projects.

The **General Plan** similarly outlines plans to promote healthy retail food choices by encouraging local agricultural such as farmers' markets, urban farming, and community gardening.

The **Sustainable Neighborhood Plan** builds on these previously identified priorities and approved projects, as it seeks to create a holistic plan for community wellbeing that encompasses health, the environment and the economy.

On the following pages, we detail how each of these city plans relate both to identified community priorities and the twelve goals of the **Transformative Climate Communities** (TCC) grant that were established in the introduction.



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THE CLIMATE ACTION PLAN

CAPITAL IMPROVEMENT PLAN (CIP)

CLIMATE ACTION PLAN (CAP)

2040 GENERAL PLAN

The **Climate Action Plan (CAP)** outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of **AB 32** and is consistent with the **Settlement Agreement** and **2035 General Plan** policy. **AB 32**, also known as the Global Warming Solutions Act of 2006, established a statewide reduction goal to reduce greenhouse gas (GHG) emissions levels back to 1990 levels by the year 2020. As a condition for approval of the **2035 General Plan**, the **City** entered into a **Settlement Agreement** with the Sierra Club and the California Attorney General's Office in October 2008, part of which called for the creation of the **CAP**.

ALIGNMENT WITH COMMUNITY PRIORITIES

CP 1. ENERGY

CP 1.1
Installing rooftop solar on residential and nonresidential properties, community solar garden alternatives

CP 1.4
Transitioning to energy-efficient irrigation systems for urban forestry and community gardens

CP 1.6
Energy efficient affordable housing

Energy 6:

Residential and Non-Residential Rooftop Solar (C-52)

Urban Forestry 1:

Urban Tree Planting Programs (C-79)

Energy 3:

Energy Efficiency Incentives and Programs to Promote Retrofits for Existing Residential Buildings (C-43)

Energy 5:

Solar Powered Parking (C-48)

CP 4. SAFETY

CP 4.2 - Improving street lighting, residential and main streets

Energy 2:

Outdoor Lighting Upgrades for Existing Development (C-38)

CP 5. TRANSPORTATION

CP 5.1
Creating Safe Routes to School

CP 5.2 - Longer bus hours and more bus routes in South & East Stockton

Trans 5: Reduce Barriers for Non-Motorized Travel (C-64)

Trans 7: Safe Routes to School (C-67)

Trans 3: Transit System Support (C-60)

Trans 6: Transit System Improvements (C-66)

CP 6. WASTE

CP 6.2
Green waste/composting program & education

High GWP GHG 1:

Residential Responsible Appliance Disposal Programs (C-81)

ALIGNMENT WITH TCC GOALS



2. Promoting water conservation



3. Improving transportation



4. Protecting natural resources and agricultural lands



5. Promoting public health and equity



8. Improving air and water quality



11. Advancing the priorities developed in Safeguarding California



10. Assisting in the planning of sustainable communities and meeting AB 32 goals



12. Advancing the goals of the Climate Action Plan

Figure 9.

THE 2040 GENERAL PLAN

CAPITAL IMPROVEMENT PLAN (CIP)

CLIMATE ACTION PLAN (CAP)

2040 GENERAL PLAN

Every municipality in California is required by **the State** to adopt and periodically update a general plan that provides a comprehensive, long-range statement of the jurisdiction's land use policies for the coming decades. The **Envision Stockton 2040 General Plan** is the **City** government's primary tool to guide physical change within the city limit and, in some cases beyond it in a Sphere of Influence (SOI) where City services may someday be provided. The SOI includes unincorporated islands in the community and areas adjacent to the city where land use decisions in areas governed by San Joaquin County might affect quality of life for Stockton residents.

ALIGNMENT WITH COMMUNITY PRIORITIES

CP 1. ENERGY

CP 1.1
Installing rooftop solar on residential and nonresidential properties, community solar garden alternatives

CP 1.2
Solar/sustainable energy education/workshops

CP 1.4
Transitioning to energy-efficient irrigation systems for urban forestry and community gardens

CP 1.6
Energy efficient affordable housing

LU-5.4: Require water and energy conservation and efficiency in both new construction and retrofits (3-20)
CH-3.3C: Continue to work with community-based organizations that employ local Stockton youth to perform energy efficiency, alternative energy, and water conservation assessments and installations in local homes and businesses.
LU-2.1D: Improve sidewalk maintenance in the Downtown, and widen key sidewalks to provide space for outdoor seating and tree plantings (3-6)
LU-5.4: Require water and energy conservation and efficiency in both new construction and retrofits (3-20)
CH-4.1C: Explore the feasibility of developing an ordinance to allow "tiny homes" and container homes to serve as permanent housing.

CP 2. HEALTH

CP 2.1
Resurrecting large-scale community agriculture

CP 2.2
Opening food cooperatives in food deserts: promote the organization of worker-owned cooperatives to sell fresh produce to local residents

CH-1.3B: Create an accessible inventory of publicly-owned and private vacant sites appropriate for community gardens or other forms of urban agriculture.
CH-1.3D: Adopt and implement an Urban Agriculture Incentive Zone (per AB 551) to allow privately-owned vacant property to be productively used for growing food.
CH-1.3C: Amend the Development Code to include standards for small-scale, urban local food operations.
CH-1.3F: Identify new potential locations for farmers' markets in low-income and nutrient deficient neighborhoods, including opportunities to hold markets on publicly owned land.

CP 6. WASTE

CP 6.2
Green waste/composting program & education

High GWP GHG 1: Residential Responsible Appliance Disposal Programs (C-81)

ALIGNMENT WITH TCC GOALS



1. Increasing the availability of affordable housing



3. Improving transportation



5. Promoting public health and equity



6. Revitalizing community and urban centers



7. Strengthening the economy



9. Encouraging greater infill and compact development



12. Advancing the goals of the Climate Action Plan

Figure 9.

THE 2040 GENERAL PLAN

CAPITAL IMPROVEMENT PLAN (CIP)

CLIMATE ACTION PLAN (CAP)

2040 GENERAL PLAN

Every municipality in California is required by **the State** to adopt and periodically update a general plan that provides a comprehensive, long-range statement of the jurisdiction's land use policies for the coming decades. The **Envision Stockton 2040 General Plan** is the **City** government's primary tool to guide physical change within the city limit and, in some cases beyond it in a Sphere of Influence (SOI) where City services may someday be provided. The SOI includes unincorporated islands in the community and areas adjacent to the city where land use decisions in areas governed by San Joaquin County might affect quality of life for Stockton residents.

ALIGNMENT WITH COMMUNITY PRIORITIES

CP 3. PARKS

CP 3.2
Improve park equipment, pools

CP 3.3
Establish new parks and green community spaces

CP 3.4
Maintain Tree Canopy

LU-3.3A: Continue to improve and maintain park facilities and fields to address deficiencies and improve park sustainability, including lighting improvements, conversion to solar lighting, drinking fountain maintenance, and natural storm-water management.

LU-3.3F: Allow developers to develop pocket parks that function as social gathering places and/or children's play areas, and which can count towards the park standard requirements for new development.

CH-1.1A: Plant and maintain appropriate shade trees along all City streets to reduce heat exposure, prioritizing areas of the city with significantly less tree canopy, and provide a buffer between the travel way and bicycle and pedestrian facilities, and provide other amenities like well-marked crosswalks, bulb-outs, and pedestrian-scale street lighting.

CP 4. SAFETY

CP 4.1
Implementing a Neighborhood Watch Program

SAF-1.1A: Promote public safety programs, including business, neighborhood, and school watches; child identification and fingerprinting; and other public education efforts.

CP 5. TRANSPORTATION

CP 5.1
Creating Safe Routes to School

CP 5.3
Establishing autonomous electric vehicle shuttles

CP 5.4
Implementing RTD Solar Power Project

CP 5.5
Electric Vehicle Car Share

LU-2.5A: Improve transit, bicycle, and pedestrian connectivity between the Downtown and local colleges and universities (3-7)

TR-1.1E: Work with local school districts to implement pedestrian crossing enhancements like stop signs within neighborhoods around schools, encourage activities like a walking school bus, and create educational programs that teach students bicycle safety.

LU-2.3C: Develop curbside management policies that are flexible to accommodate the evolving nature of ride-sharing programs and future reliance on autonomous vehicles in the Downtown (3-7)

TR-2.2D: Support efforts to electrify buses.

TR-3.2B: Require commercial, retail, office, industrial, and multi-family residential development to provide charging stations and prioritized parking for electric and alternative fuel vehicles.

ALIGNMENT WITH TCC GOALS



1. Increasing the availability of affordable housing



3. Improving transportation



5. Promoting public health and equity



6. Revitalizing community and urban centers



7. Strengthening the economy



9. Encouraging greater infill and compact development



12. Advancing the goals of the Climate Action Plan



FUNDING SOURCES AND STRATEGIES

EMPOWERING STRATEGIC ENABLERS

Throughout this process, we have identified a number of **strategic enablers** (i.e. partners that can help the community achieve its goals more efficiently and effectively). Collaborating with them could accelerate the development of key projects in the following ways:

- Building a culture of collaboration and information sharing among local stakeholders;
- Aiding community engagement and outreach efforts;
- Introducing technical expertise to projects where required;

Since 2017, Oakland-based [Greenlining Institute](#) has aimed to advance racial and economic justice through environmental policy and healthcare, among others. Since 2017, **Greenlining** has provided consulting services to the **TCC** planning grant process, and structured forums in Stockton that bring community organizations together to plan and coordinate.

As a membership-based organization, [CALSTART](#) brings the clean transportation technology industry together to accelerate innovation, create jobs and reduce pollution. Its membership includes startups and Fortune 100 companies. Based in Pasadena with a satellite office in Stockton, **CALSTART** has provided technical assistance on a number of potential transportation project opportunities.

To support **TCC** partners, students from **Stanford University's Sustainable Urban Systems department** provided technical data expertise in evaluating the impact of prospective environmental projects — including the development and deployment of solar.

Based in East Palo Alto, [Elemental Excelerator](#) (EE) invests up to \$1M in early-stage green technology companies. In line with their place-based innovation strategy, **EE** identifies disadvantaged, low-income communities that could potentially benefit from solutions in energy, water, food & agriculture and mobility. In 2019, **Elemental Excelerator** collaborated with **Rise Stockton** to bring a Community Marketplace to Stockton — thus enabling local Stockton community members to evaluate the potential relevance of these companies around local needs.

IDENTIFYING FUNDING OPPORTUNITIES AND PARTNERS

STATE FUNDING OPPORTUNITIES, LOCAL FUNDING OPPORTUNITIES, AND PUBLIC-PRIVATE PARTNERSHIPS

Over the last 7 years, there have been a number of robust **public-private partnerships** that continue to demonstrate how regional agencies and private companies can partner to build equitable environmental projects.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT AND PROTERRA

In June 2012, the **San Joaquin Regional Transit District** (RTD), in partnership with **Proterra**, was “awarded a **California Energy Commission** grant in the amount of \$2.56M towards an electric bus demonstration project. This demonstration project introduced **RTD’s** first fully electric buses into service. Accordingly, **RTD** was the 2nd transit agency in California, and the 4th in the nation to operate these battery-electric buses.”

This public-private partnership supported the **CEC Electric Drive Strategic Plan** administered by **CALSTART** and was funded through **Assembly Bill 118**. [Proterra’s buses](#) produce no emissions, are 5x more efficient than hybrid buses, fully charge in less than 10 minutes, and can drive 30+ miles on a single charge.

ACCELERATOR FOR AMERICA & THE ENERGY FOUNDATION + CITY OF STOCKTON, CA

In 2019, **Accelerator for America** partnered with the **Energy Foundation** to build the capacity of cities in California around climate resilience efforts and **Opportunity Zones**. As 1 of 3 recipient cities to be awarded a grant, the City of Stockton has an opportunity to leverage this partnership and grant to further its green economy and economic development goals for the city.

FUTURE PARTNERSHIPS: ELEMENTAL EXCELERATOR & RISE STOCKTON

Over the course of its lifetime as a nonprofit, **Elemental Excelerator** has invested \$30M into 82 portfolio companies that have resulted in 59 demonstration projects across Hawaii, Asia Pacific, and California. Based on **Elemental Excelerator’s** initial interest in Stockton, there is potential for Rise Stockton to partner with some of **EE’s** future portfolio companies to tackle priority areas identified by the community — some of which are outlined in the **Sustainable Neighborhood Plan**.

MICHAEL
TUBBS



Building a Green Economy Future in Stockton



ECONOMIC DEVELOPMENT

TAKING ADVANTAGE OF GREEN ECONOMY OPPORTUNITIES

By combining the priorities and projects outlined by the **City of Stockton** with the **Sustainable Neighborhood Plan**, we have identified specific community needs that can be addressed by further **Green Economy** initiatives.

Rise Stockton recommends that the City take advantage of green economy opportunities as they pertain to the well-being of the public, especially **disadvantaged** groups, and the **City's** objectives for economic development. This could include leveraging existing partnerships with renewable energy developers. An example here would be to prioritize green sector jobs by funding solar developers to install solar panels in community spaces.

Attracting and retaining green economy innovators is a critical step in the shift from a local economy based on goods movement to a balanced, sustainable economy. Stockton is home to **University of the Pacific**, **Humphrey's University**, and **San Joaquin Delta College**, and there is an opportunity to work with these institutions to develop curriculum and workforce development programs that provide job-training opportunities to strengthen the green economy sector. One promising possibility here would be the creation of a green economy college campus. This facility could help students gain direct experience in the field and position graduates for future job openings within the green sector.





SUSTAINABILITY LEARNING + CIVIC ENGAGEMENT

INVESTING IN COMMUNITY MEMBERS

Residents expressed that the City of Stockton should invest in programs that will continue to educate community members about sustainability and encourage civic engagement. These initiatives should be continuous, well-funded and connected to other relevant civic issues. They should preferably be led by community experts who are either from, or intimately familiar with, the Planning Area. Investing in **climate justice**²² leaders, and other change agents, on an ongoing basis is crucial to the success of the initiative. The City should provide training and support to grow the educational trust-based network necessary to cooperatively explore issues impacting their community. Some examples include City-sponsored neighborhood cleanups, **urban gardening and greening**²³ classes, community gardens, community solar projects, and an extension of the climate leaders forum. Funding for many of these priorities could be attained through a TCC implementation grant.





**LOCAL
CAPACITY BUILDING +
ACCOUNTABILITY**

COMING TOGETHER: HOW TO ADDRESS THE CLIMATE CRISIS

Community members identified “Industry” as being a large source of pollution in their neighborhoods. This issue is complex and involves a myriad of stakeholders in business, government, and disadvantaged communities. However, within the **SNP** and other **City** documents, little has been proposed that would identify and mitigate industrial sources of pollution. There may be other sources of pollution and solutions that have yet to be identified, which requires concerted **City** resources.

The **Sustainable Neighborhood Plan** serves as a starting point for further holistic work around the environment, health, and economy. In order to continue, the **City** must commit time and resources to address the ongoing climate crisis. Additionally, the decision-making process to identify and address these problems and opportunities must always involve the frontline communities that are most impacted by these issues.





3. CONCLUSION

CALL TO ACTION

The goal of our combined efforts was to create a comprehensive and community driven Sustainable Neighborhood. We are confident that the Plan we produced has done that and more. Through this outreach and engagement, these consistent themes emerged:

Economic Development:

The health and wellbeing of residents can be incorporated into the development planning processes. For example, an energy-efficiency project to lower electric bills could also provide job training for community members. The skills could include tree planting and maintenance, solar installation, or water infrastructure upgrades. This can be achieved with buy-in and cooperation of local green developers.

Sustainable Learning & Civic Engagement:

Community members need opportunities to learn and participate in land use decisions that affect the places they live. Forums and community meetings might even inspire residents to pursue green energy careers that they may not have known existed. Survey respondents also showed a willingness to learn more about sustainability and what it means for their neighborhood. An organized outreach structure comprised of community experts could provide that knowledge.

Local Capacity Building & Accountability:

The City should continue its investments in Planning Area residents during and after the various planning

processes. This should be done through transparent communications, with opportunities for the community to engage with City staff and council members on a regular basis.

Stockton's Green Future: From Segregation to Collaboration

The plan itself provides an essential roadmap for community development in South Stockton and beyond. Yet the visioning process that made the plan possible has accomplished something of equal or greater value. It has united local residents around new possibilities for hope, growth and improvement across the personal and social spectrum. It has shown us that the benefits of sustainable development – relief from urban heat and air pollution, improved transit, improved public health, energy independence, more green jobs – need not be restricted to arbitrary lines on the map, as produced by historic practices of redlining. Rather, by proving what's possible in South Stockton, we can serve as an impetus for green development across all of Stockton. We can make our City a climate-ready model, one that shows how the failed segregation of the past can be replaced by collaboration that will build the green economy and create an adaptive, sustainable city of the future.



4. ACKNOWLEDGMENTS

THANK YOU

With a push from the **Greenlining Institute's** outreach and education efforts in 2016, the grant that fueled **Rise Stockton's** work came about as the result of two years of meetings with some 20 community-based organizations. The Oakland-based **Greenlining Institute** (GLI) provides economic opportunities for **disadvantaged communities** through community and coalition building, research, and policy development at the state level to influence equity. Highlighting state funding opportunities for climate justice initiatives in Stockton, the group brought stakeholders together from a variety of issue areas to work in tandem on securing green investments in their community.

In partnership with **Fathers & Families of San Joaquin, Third City Coalition, Enterprise Community Partners**, and the **City of Stockton**, the **Greenlining Institute** coordinated a six-month visioning process to determine Stockton's priorities, opportunities, and challenges. **Enterprise Community Partners** was tasked with pulling together and reporting everyone's ideas and visions into one grant application. With the end goal of transforming South Stockton through affordable housing, green infrastructure, clean transportation, water conservation, and climate resiliency measures, the proposal emphasizes listening to the needs and priorities of youth, communities of color, and low-income households.

While it required many committed people to make this project successful, we would like to especially

acknowledge the following individuals and organizations:

Christine Corrales, San Joaquin Council of Governments
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 Dana Nichols, fmr. Stockton Record environmental reporter
 Ann Rogan, FUSE Executive Fellow
 Alvaro Sanchez, Greenlining Institute
 Emi Wang, Greenlining Institute
 Nathan Werth, Stockton-based grant writer
 Mia Weitz, UC Santa Cruz student
 Kristine Williams, Enterprise Community Partners
 Joanne Yi, UCLA graduate student, SURF Fellow

Transformative Climate Communities

Planning Grant Partners:

Catholic Charities of the Diocese of Stockton
 Fathers and Families of San Joaquin
 Public Health Advocates
 PUENTES
 Rising Sun Center for Opportunity
 STAND
 Third City Coalition
 Amanda Ford, TCC Program Manager



5. ENDNOTES

DEFINITIONS + REFERENCES

1 According to the United Nations, **sustainability** means taking actions to meet present needs without taking away the ability of future generations to meet their own needs (particularly around natural resources like food and water).

(1987). "Report of the World Commission on Environment and Development: Our Common Future": (pp. 16–17). Oslo, Norway: United Nations Brundtland Commission.

This source can be accessed [here](#).

2 One of our 12 goals is to encourage greater **infill and compact development**, which means: construction on a vacant parcel that is within an otherwise substantially developed area.

United States of America, City of Stockton, Municipal Code. (2019). "16.240.020 Definitions of specialized terms and phrases". Stockton, CA: City of Stockton.

This source can be accessed [here](#).

3 One of our 12 goals is to meet **California Assembly Bill 32** (AB 32) goals. **AB 32** requires California to reduce its GHG emissions to 1990 levels by 2020 — a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. The full implementation of **AB 32** will help mitigate risks associated with climate change, while improving energy efficiency, expanding the use of renewable energy resources, cleaner transportation, and reducing waste.

California Air Resources Board. (2014, August 5). Assembly Bill 32 Overview. Retrieved from <https://ww3.arb.ca.gov/cc/ab32/ab32.htm>.

This source can be accessed [here](#).

4 One of our 12 goals is to advance the priorities developed in **Safeguarding California: 2018 Update**, which is the State's roadmap for everything state agencies are doing and will do to protect communities, infrastructure, services, and the natural environment from climate change impacts. This holistic strategy primarily covers state agencies' programmatic and policy responses across different policy areas, but it also discusses the ongoing related work with coordinated local and regional adaptation action and developments in climate impact science.

California Natural Resources Agency. (2018). "Safeguarding California Plan: 2018 Update" (pp. 8–9).

Sacramento, CA: California Natural Resources Agency.

This source can be accessed [here](#).

5 One of our 12 goals is to advance the goals of the City of Stockton's **Climate Action Plan**, which is a long term plan created to guide the growth and development of the city. Climate Action Plan are plans of how a city/county will reduce greenhouse gases.

ICF International. (2014). "City of Stockton Climate Action Plan" (pp. ES-1-ES-19). Stockton, CA: City of Stockton.

This source can be accessed [here](#).

6 **Cap-and-Trade** is a statewide program created that limits the amount that industry can pollute (still allows for businesses to buy credit to continue to pollute at whatever amount).

California Environmental Protection Agency: Air Resources Board. (2015). "Overview of ARB Emissions Trading Program." Sacramento, CA: Air Resources Board.

This source can be accessed [here](#).

7 Gases that trap heat in the atmosphere are called **greenhouse gases (GHGs)**. The five core **GHGs** are: Carbon dioxide (CO₂), Methane (CH₄), Nitrous oxide (N₂O), and Fluorinated gases.

United States Environmental Protection Agency. Overview of Greenhouse Gases. Retrieved from <https://www.epa.gov/ghgemissions/overview-greenhouse-gases>.

This source can be accessed [here](#).

8 A term used to determine where TCC funds are allocated: **disadvantaged communities (DAC)** refers to areas disproportionately affected by environmental pollution and other hazards. These are areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

CHAPTER 4.1. Greenhouse Gas Reduction Fund Investment Plan and Communities Revitalization Act, Section 39711, (2014). Sacramento, CA: California Air Resources Board.

This source can be accessed [here](#).

9 The State requires every California municipality to adopt and periodically update a **general plan** that provides a comprehensive, long-range statement of its land use policies for the coming decades. Stockton recently completed an update to its general plan: **Envision Stockton 2040 General Plan**.

10 TCC planning requirements reference the “**low income communities**” definition established in SB 535. These communities are census tracts with median household incomes at or below 80 percent of the statewide median income , or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development’s list of state income limits.

California Environmental Protection Agency. (2017). “Designation Of Disadvantaged Communities Pursuant To Senate Bill 535 (De León)”. Sacramento, CA: CalEPA.

This source can be accessed [here](#).

11 **Urban sprawl** is the haphazard spreading of low-density residential, commercial, and/or industrial development into rural areas near cities. Sprawling development often results in several potential community and regional problems, including: negative environmental effects, such as reduced air and water quality and loss of open space.

Environmental Monitoring for Public Access & Community Tracking. (2002). “Urban Sprawl Modeling, Air Quality Monitoring, and Risk Communication: The Northeast Ohio Project.” Cincinnati, OH: United States Environmental Protection Agency.

This source can be accessed [here](#).

12 **Blighted areas** constitute physical and economic liabilities, requiring redevelopment in the interest of the health, safety, and general welfare of the people of these communities and of the state.

Assembly Bill No. 1641 Chapter 665, Assembly Bill No. 1641 Chapter 665 (2010). Sacramento, CA: California Legislative Info.

This source can be accessed [here](#).

13 **Displacement** refers to the phenomenon wherein longtime residents of a neighborhood are forced to move out because of neighborhood change such as rising rents and the move in of higher-income new residents.

U.S. Department of Housing and Urban Development. (2018) Displacement of Lower-Income Families in Urban Areas Report (pp. 4-5). Office of Policy Development and Research.

This source can be accessed [here](#).

14 **Economic development** can be described as the efforts that improve quality of life for a community by creating and or retaining jobs.

15 Usually found in impoverished areas, **food deserts** are parts of the country void of fresh fruit, vegetables, and other healthy whole foods due to a lack of grocery stores, farmers' markets, and healthy food providers.

16 A **vacant lot** is a neglected parcel of property that has no buildings on it. They are an issue of concern because they tend to attract or be subjected to illegal dumping of litter and other solid wastes. Vacant lots are also an environmental justice issue since there are significantly more vacant lots in the city's poorer neighborhoods.

United States Environmental Protection Agency. What are Vacant Lots? - Urban Environmental Program in New England. Retrieved from <https://www3.epa.gov/region1/eco/uep/vacantlots.html>.

This source can be accessed [here](#).

17 In contrast to traditional companies, workers at **worker-owned cooperatives** participate in the profits, oversight, and often management of the organization using democratic practices. Workers own the majority of the equity in the business, and control the voting shares.

Democracy at Work Institute. "Creating Better Jobs and a Fairer Economy with Worker Cooperatives." Oakland, CA: US Federation of Worker Cooperatives.

This source can be accessed [here](#).

18 **Urban Tree Canopy** is the leafy, green, overhead cover from trees that community groups, residents, and local governments maintain in the landscape for beauty, shade, fruit production, wildlife habitat, energy conservation, stormwater mitigation, and a host of public health and educational values.

The Forest Service National Urban Forestry Technology and Science Delivery Team. (2019). "Urban Tree Canopy Assessment: A Community's Path to Understanding and Managing the Urban Forest." Washington, DC: U.S. Department of Agriculture, Forest Service.

This source can be accessed [here](#).

19 The term "**heat island**" describes built up areas that are hotter than nearby rural areas. The annual mean air temperature of a city with 1 million people or more can be 1.8–5.4°F (1–3°C) warmer than its surroundings. In the evening, the difference can be as high as 22°F (12°C). Heat islands can affect communities by increasing summertime peak energy demand, air conditioning costs, air pollution and greenhouse gas emissions, heat-related illness and mortality, and water pollution.

United States Environmental Protection Agency. (2019, July 19). Heat Island Effect. Retrieved from <https://www.epa.gov/heat-islands>.

This source can be accessed [here](#).

20 **Urban and community forests** broadly include urban parks, street trees, landscaped boulevards, public gardens, river and coastal promenades, greenways, river corridors, wetlands, nature preserves, natural areas, shelter belts of trees and working trees at industrial brownfield sites.

National Urban and Community Forestry Advisory Council, & Ten-Year Urban Forestry Action Plan. What is the Urban Forest? Retrieved from <https://urbanforestplan.org/the-urban-forest/>.

This source can be accessed [here](#).

21 Developed in December of 2017, the **Safe Routes to School (SRTS) Program** provides recommendations to increase safety at 64 schools in four school districts across Stockton. Recommended programs are focused on infrastructural improvements; education to improve traffic safety and awareness; encouragement to incentivize walking and bicycling; enforcement to ensure legal and respectful behavior from people walking, bicycling, and driving; and evaluation measures such as surveys and pedestrian and biker counts.

22 **Climate Justice** is the concept that no group of people should disproportionately bear the burden of climate impacts or the costs of mitigation and adaptation. Climate justice focuses on the root causes of climate change - making systemic changes that are required to address unequal burdens to our communities and realign our economy with our natural systems.

Roos, Michelle. (E4 Strategic Solutions). 2018. Climate Justice Summary Report. California's Fourth Climate Change Assessment. Publication number: SUM-CCCA4-2018-012.

This source can be accessed [here](#).

23 **Urban greening** means creating greener cities through tree planting, public landscaping, and urban forestry.



6. APPENDICES

A photograph of three people—two men and a young boy—working together to plant a small evergreen tree in a yard. They are using shovels to dig a hole in the soil. The man on the left is wearing a grey hoodie and a cap, the boy in the middle is wearing a black hoodie and a blue bandana, and the man on the right is wearing a black t-shirt and a baseball cap. The background shows a wooden fence and bare trees under a clear blue sky. The entire image has a blue color overlay.

**APPENDIX A:
TCC + STOCKTON CITY
COUNCIL RESOLUTION**

Resolution No. **2018-08-21-1111**

STOCKTON CITY COUNCIL

RESOLUTION TO APPROVE ACCEPTANCE OF A TRANSFORMATIVE CLIMATE COMMUNITIES PLANNING GRANT IN THE AMOUNT OF \$170,000 FROM THE STATE OF CALIFORNIA DEPARTMENT OF CONSERVATION AND AMEND THE FISCAL YEAR 2018-19 ANNUAL BUDGET

The City of Stockton ("City") is interested in participating in the Transformative Climate Communities program via a Planning Grant, which is administered by the California Strategic Growth Council and implemented by the California Department of Conservation for the purpose of developing and implementing neighborhood-level transformative climate community plans that include multiple, coordinated greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities; and

Following the City's submittal of a proposal for the Planning Grant, the Strategic Growth Council offered to award \$170,000 for the one-year grant program; and

Grant funds will be used to fund outreach, community engagement, and the development of a Sustainable Neighborhood Plan that identifies Planning Area resident priorities within the City's Climate Action Plan; and

To be considered eligible to receive grant funding, the City must submit a completed Grant Agreement to the Department of Conservation; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Manager or a designated representative is hereby authorized, on behalf of the City, to accept grant funding in the amount of \$170,000 from the State of California Department of Conservation.

2. The Fiscal Year (FY) 2018-19 Annual Budget is amended to appropriate \$170,000 in revenues and expenditures to the Transformative Climate Communities Planning Grant Program.

3. The City Manager or a designated representative is hereby authorized and directed, on behalf of the City, to execute the grant documents and to submit all documents including, without limitation, contracts, amendments, extensions, and payment requests as appropriate to accept the funds under and comply with the conditions of the grant.

4. The City Manager or a designated representative is hereby authorized and directed to establish all required accounts and make any and all expenditures,

appropriations, transfers, and/or distributions of funds on behalf of the City, as may be appropriate.

5. The City Manager or a designated representative is hereby authorized to take whatever actions are necessary and appropriate to carry out the purpose and intent of this Resolution.

PASSED, APPROVED, and ADOPTED August 21, 2018.



MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:



CHRISTIAN CLEGG, Deputy City Manager/
City Clerk of the City of Stockton

DOC-6 (Rev 12/17)	State of California - The Natural Resources Agency DEPARTMENT OF CONSERVATION	EXHIBIT 1
GRANT AGREEMENT		

GRANTEE:	City of Stockton
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PROGRAM: Transformative Climate Communities Program	GRANT NUMBER: 3018-709	AM. NO.:
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MAXIMUM AMOUNT OF THIS GRANT:	\$170,000.00
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The Department and the Grantee hereby agree to the following:

1. This Grant Agreement specifies the terms and conditions for a Transformative Climate Communities Program Planning Grant, awarded by the Strategic Growth Council on January 29, 2018. This grant has been awarded as a result of an application received in response to the TCC Program Grant Guidelines & Request for Grant Applications, as approved for release on August 23, 2017 and amended on October 23, 2017.
2. The purpose of this Grant Agreement is to provide funding from Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, to the City of Stockton for the "Stockton Climate Action Plan: Neighborhood Implementation."
3. This Grant Agreement shall be conducted in accordance with the Terms and Conditions and Attachment A (Work Plan and Budget), Attachment B (Reporting Templates) and Attachment C (Invoicing Templates) which are attached and incorporated herein as well.
4. The term of the Grant Agreement is one (1) year, unless otherwise terminated, or amended to extend the grant term. The grant term will commence the day both Parties have signed the Grant Agreement. Only approved expenses incurred during this Grant Agreement term in accordance with the Grant Agreement and Attachment A (Work Plan and Budget) will be reimbursable.
5. The amount of this Grant Agreement shall not exceed \$170,000.

STATE OF CALIFORNIA DEPARTMENT OF CONSERVATION	City of Stockton <hr/> GRANTEE
AUTHORIZED SIGNATURE _____ DATE _____	AUTHORIZED SIGNATURE _____ DATE _____
PRINTED NAME AND TITLE _____	PRINTED NAME AND TITLE _____

GRANTEE DEPARTMENT OF CONSERVATION CONTROLLER

EXHIBIT 2

California Department of Conservation – Division of Land Resource Protection
Strategic Growth Council – Transformative Climate Communities Program Planning Grant
 City of Stockton
 Grant Number: 3018-709
 Fiscal Year Allocation: 2016-2017

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TERMS AND CONDITIONS

1. Authority and Scope of Grant Agreement.

The authorization for this Grant Agreement is the Transformative Climate Communities Program (“TCC Program”) statute (Public Resources Code, Sections 75240 – 75243) and the TCC Program Guidelines (“Guidelines”), as approved for release on August 23, 2017 and amended on October 23, 2017, and the Strategic Growth Council’s (“SGC”) approval of this project (“Project”) on January 29, 2018.

Pursuant to the above authorization, the Department of Conservation (“Department”), acting on behalf of the SGC, hereby grants to the City of Stockton (“Grantee”) a sum not to exceed one-hundred and seventy thousand dollars (\$170,000), upon and subject to the terms of this Grant Agreement and consistent with the terms of the Guidelines.

As awarded, this Grant Agreement is between the Department and the City of Stockton. The Department and Grantee are collectively referred to as “Parties.” “Co-applicants” identified in the TCC application process are referred to as “Partners”, but are not parties to this Grant Agreement.

The Guidelines and attachments are included in and made a part of this Grant Agreement.

2. Purpose of Grant.

The purpose of this grant is to provide funds for a Planning Grant from Proposition 84, the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of 2006, to help local jurisdictions develop strategies to reduce carbon emissions, improve air quality, and build resiliency in the face of a changing climate, with a focus on low-income and disadvantaged communities.

3. Grant Term.

The term of the Grant Agreement is one (1) year, unless otherwise terminated, or amended to extend the grant term. The grant term will commence the day both Parties have signed the Grant Agreement. The Department will notify the Grantee and Partners when work may proceed.

The Department has entered into a Grant Agreement with the City of Stockton to provide Planning Grant funding for the Grantee to complete all planning activities and to meet all deliverables based on the budget and timeline specified in the Work Plan and Budget (Attachment A) set forth in this Grant Agreement.

To ensure reimbursement of all eligible costs incurred during the term and specified in this Grant Agreement, the Grantee must submit all required reports, invoices and documentation by required dates specified in the Reporting Requirements and Invoice Preparation sections of this Grant Agreement. The Grantee’s obligations under this Grant Agreement shall be deemed discharged only upon acceptance and approval of the Final Report by the SGC.

4. Authorized Signatories.

The Department Director or designee is authorized to sign this Grant Agreement and related documents on behalf of the Department. The Department will notify the Grantee of the day-to-day point of contact (“TCC Grant Manager”) once the grant is executed.

At the time of grant execution, the Grantee must submit a letter that identifies the individual who is authorized to sign this Grant Agreement and Project deliverables and related documents on behalf of the Grantee. The letter must also identify any additional Authorized Designees as well as the day-to-day Grant Manager.

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In the event that the Authorized Signatory or Authorized Designee is unable to sign a deliverable or related document on behalf of the Grantee, the Grantee shall submit an updated letter signed by the Authorized Signatory designating another individual to sign in their place. If the Authorized Signatory or Authorized Designee are funded through this Grant Agreement, another individual employed by the Grantee must be designated to sign the invoices.

Grantees must keep Authorized Signatory letters up to date and submit changes through email to the Department within seven (7) working days of the change. Authorized Signatory letters will be kept on file with the Department for up to three (3) years after the final invoice has been paid and one (1) year following an audit.

5. Document Submission.

All correspondence and documents submitted through email must contain the Grant Agreement Number and the Grantee's Name in the subject line.

6. Reporting Requirements.

The Grantee is required to monitor and review all work performed to meet scheduled deliverables, provide Quarterly Progress Reports and a Final Report, and ensure the Project is completed on schedule and in accordance with this Grant Agreement. Reporting templates are Attachment B to this Grant Agreement.

A. General Requirements

- i. All reports must be completed using the attached templates.
- ii. All reports must be submitted through email by 5:00 p.m. on the due date.
- iii. All reports must be signed by the Authorized Signatory or Authorized Designee on file with the Department.
- iv. Reports that do not meet the reporting requirements specified within this Grant Agreement may result in a delay in release of funds.

B. Reporting Calendar Schedule

- i. Reports must be submitted to the Department by the required due dates:

Report	Reporting Period	Due Date
1 st Quarter Progress Report	July 1 – Sept 30	October 30
2 nd Quarter Progress Report	Oct 1 – Dec 31	January 30
3 rd Quarter Progress Report	Jan 1 – Mar 31	April 30
4 th Quarter Progress Report	Apr 1 – June 30	July 30
Final Report Package	Start date – End date	Within 60 days of Project Completion

- ii. The reporting period will begin on the start date of the Grant Agreement. When the report submission due date falls on a weekend or state-recognized holiday, reports will be due on the first working day that follows.

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- iii. The Final Report Package must include the final invoice, last Quarterly Progress Report, and Final Report.
- C. Quarterly Progress Reports
- i. Quarterly Progress Reports must be completed using the attached Quarterly Progress Report template.
 - ii. Quarterly Progress Reports describe the progress of activities performed, challenges and opportunities encountered, anticipated modifications, and milestones and deliverables achieved during the period for reimbursement, to ensure the Project stays on schedule for completion as specified in the Work Plan and Budget.
 - iii. If the grant term is extended, subsequent quarterly reports will be submitted based on the Reporting Calendar Schedule.
- D. Final Report
- i. The Final Report must provide all information described in the Final Report template.
 - ii. The Final Report must document the Project's outcomes, summarize all tasks and deliverables and expenditure of funds, and discuss planned next steps for related activities beyond the grant term. It will attach and incorporate all work-products generated by these funds, including final deliverables produced by the Grantee.
 - iii. To the extent appropriate, the Grantee's Board of Directors or Board of Supervisors, or other Authoritative Board or Body, shall adopt and certify as accurate the Final Report prior to its submission to the Department.
- E. The Department, the SGC and/or a third-party retained by the state may verify reports through methods that include but are not limited to: supporting documentation, site visits, conference calls or video conferencing.
- 7. Payment.**
- A. Advanced payments are not permitted under this Grant Agreement. Payments shall be made to the Grantee no more than quarterly in arrears and on a reimbursement basis.
 - B. The Grantee must submit all required documents (e.g. Invoice, Quarterly Progress Reports, Final Report, supporting documentation, and deliverables) to the Department by the required due dates.
 - C. Payments will be made only upon evidence of satisfactory progress (e.g. activities reaching milestones, tasks completed, deliverables achieved, etc.) as determined by the Department. Failure to comply with reporting and invoicing requirements may result in non-payment or delayed payment of invoice(s).
 - i. In the last quarter, the Final Report will also be reviewed by the SGC. The Grantee's obligations under this Grant Agreement shall be deemed discharged only upon acceptance and approval of the Final Report by the SGC.
 - D. The Grantee may only request reimbursement for eligible direct and administrative costs incurred during the term of the Grant Agreement period. Any work performed prior to the start date of the Grant Agreement will not be reimbursed. Under no circumstances shall the Grantee seek reimbursement for any indirect costs or any cost that has been, or will be, paid through another funding source.
 - i. Direct Costs: Direct costs may include, but are not limited to: personnel, supplies, or travel expenses directly tied to the implementation of the grant.

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- a. Travel costs: Eligible travel costs will be reimbursed at the lowest rate stated in the CalHR Travel Rules and Policy Memos (<http://www.calhr.ca.gov/state-hr-professionals/Pages/bargaining-contracts.aspx>). Incidentals and out of state travel are not reimbursable costs and will not be reimbursed.
 - ii. Administrative Costs: include, but are not limited to staff salaries and benefits, supplies, and other resources used to administer the grant. "Administration of the grant" is not limited to: activities required for coordinating the Grantee/Partner relationship, reporting, invoicing, etc.
 - iii. Indirect Costs: Indirect costs are not eligible for reimbursement. Indirect costs are defined as expenses of doing business that are of a general nature and are incurred to benefit at least two or more functions within an organization. These costs are not directly tied to the grant but are necessary for the general operation of the organization. Examples of indirect costs may include, but are not limited to: salaries and benefits of employees not directly assigned to a Project, but providing general support services such as personnel, business services, information technology, janitorial, and overhead such as rent, utilities, supplies, etc.
- E. The Grantee must include all supporting documents (e.g. receipts, purchase orders, timesheets, Partner and subcontractor invoices and supporting documentation, etc.) required for payment.
- F. The Department will withhold from payment ten percent (10%) of each invoice submitted for reimbursement. Once the state has determined the Grantee has fulfilled the terms of the Grant Agreement, the 10% will be released as final payment.
- G. If the state determines that any invoiced and paid amounts exceed the actual allowable costs, the Grantee will repay the amounts to the state within thirty (30) days of request or as otherwise agreed by the state and Grantee. If the state does not receive such repayments, it will be entitled to take actions such as withholding further payments to the Grantee and seeking repayment from the Grantee.
- 8. Invoice Preparation.**
- A. Each invoice must be submitted on the Grantee's official letterhead using the Invoice templates (Attachment C).
 - B. Each invoice must be accompanied by a complete and accurate Quarterly Progress Report, as well as copies of supporting documentation for costs.
 - C. The final invoice must be accompanied by both the Final Report and last Quarterly Progress Report. The amount requested for reimbursement in the final invoice should include a request for reimbursement of the retention withheld throughout the grant term.
 - D. Invoices must be signed by the Authorized Signatory or Authorized Designee on file with the Department certifying that the expenditures are for actual costs for the activities/tasks performed under this Grant Agreement.
 - E. Grantees must email a signed invoice with copies of supporting documentation to the Department. The email must clearly indicate the intent to submit the document and evidence that it was deliberately signed by the Authorized Signatory or Authorized Designee.

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- F. Supporting Documentation
- i. The Grantee must submit the following documentation, as relevant, for each itemized cost: copies of proof of purchase receipts, sufficiently detailed subcontractor's invoices, rental agreements, activity logs, timesheets, or canceled check(s). These items must contain sufficient information to establish that the specific service was rendered or purchase was made. Original supporting documentation is not required and should be retained by the Grantee:
 - a. Expenses should be broken out at the task level and should represent actual costs incurred.
 - b. Travel should be broken out separately.
 - c. Supporting documentation should be submitted for all work completed.
 - d. Supporting documentation should be clearly labeled by task or travel.
 - ii. Records documenting time spent performing the work shall identify the individual, the date on which the work was performed, the specific grant-related activities or objectives to which the individual's time was devoted, the hourly rate, and the amount of time spent.
 - iii. All records must reflect the actual time or money spent, rather than that which was planned or budgeted.
- G. Invoices that do not meet the requirements of this Grant Agreement, are incomplete, or have inaccuracies, will be returned to the Grantee for resubmittal within ten (10) working days with an explanation of why it was not approved.
- H. If it is determined that the Grantee submitted false or materially inaccurate invoices, supporting document or components of the application, the SGC or Department may impose any and all available remedies, including reimbursement of already disbursed payments, grant termination, and/or Grantee's debarment from future grant opportunities administered by the state.

9. Modifications and Amendments to the Grant Agreement.

Any modification or amendment request must be within the intent of the TCC Program. Due to the competitive nature of the process that resulted in the selection of this Project for funding, any requests to increase the overall grant amount or significantly alter the Project will not be approved. All requests must explain the purpose of the request, how the request is consistent with the Guidelines, and the effect of not approving the request. Modifications and amendments to the Grant Agreement will be considered at the sole discretion of the state.

- A. Modifications: Requests for modifications must be submitted in writing at least thirty (30) days prior to when the modification is needed. Modifications are minor changes to the Grant Agreement, which include but are not limited to changes in the:
- i. Work Plan and Budget
 - a. Reallocating less than ten percent (10%) of the total grant award between tasks
 - b. Adjusting deliverable due dates within the grant term
- B. Amendments: Material changes to the Grant Agreement will require an amendment. Requests for amendments must be submitted in writing at least three (3) months prior to the end of the grant term. Examples of actions that would require an amendment to the Grant Agreement include but are not limited to changes in the:
- i. Work Plan and Budget
 - a. Reallocating more than ten percent (10%) of the total grant award between tasks
 - b. Elimination or alteration of tasks
 - c. Change In Partners
 - ii. Grant term: Extending the grant term. Due to the availability of funding, under no circumstances may the amended grant term extend beyond January 31, 2021.

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- C. This Grant Agreement may only be modified or amended upon written mutual agreement of the Parties. No oral understanding or agreement not incorporated by writing in this Grant Agreement shall be binding on any of the Parties. The Grantee must request and obtain prior written approval before any modification or amendment of this Grant Agreement is valid.

10. Early Termination.

Both the Grantee and the Department have the right to terminate this Grant Agreement at any time upon thirty (30) days written notice. The notice shall specify the reason for early termination and may permit the Grantee or the Department to rectify any deficiency(ies) prior to the early termination date. The Grantee will submit any requested documents to the Department within thirty (30) days of the early termination notice.

11. Disputes.

If a dispute regarding this Grant Agreement arises that cannot be resolved by the TCC Grant Manager, the TCC Program Manager, or the Director of the Division of Land Resource Protection, then the Grantee shall submit a written dispute statement to the Director of the Department that shall be labeled "written dispute statement" and contain a concise statement of the substance of the dispute, along with any supporting documentation including, but not limited to, invoices, time sheets, or photos. The state will respond to written dispute statements within thirty (30) days of receipt.

In the event of a dispute, the language contained in this Grant Agreement shall prevail over any other language, including that contained in the grant application. The Grantee shall continue with the responsibilities and obligations under the terms of this Grant Agreement during any dispute.

12. Stop Work Orders.

In the event that it is determined at the sole discretion of the state that the Grantee is not meeting the terms and conditions of the Grant Agreement, immediately upon receiving a written notice from the Department or the SGC to stop work, the Grantee shall cease all work under this Grant Agreement. The state has the sole discretion to determine that the Grantee meets the terms and conditions after a stop work order, and to deliver a written notice to the Grantee to resume work under this Grant Agreement.

13. Accounting Records and Audits.

- A. The Grantee must establish a separate ledger account for receipts and expenditures of grant funds and maintain expenditure details in accordance with the attached Work Plan and Budget. Separate bank accounts are not required.
- B. The Grantee shall maintain documentation of its normal procurement policy and competitive bid process (including the use of sole source purchasing), financial records of expenditures incurred during the course of the Project in accordance with generally accepted accounting principles, including matching funds that may be required.
- C. The Grantee agrees that the state or designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Grant Agreement.
- D. The Grantee agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated.
- E. The Grantee agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records.

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- F. Partners and subcontractors employed by the Grantee and paid with moneys under the terms of this Grant Agreement shall be responsible for maintaining accounting records as specified above.
- G. The Grantee agrees to include a similar right of the state to audit records and interview staff in any subcontract related to performance of this Grant Agreement.

14. Publicity.

The Grantee agrees that it will acknowledge the SGC's support whenever activities or Projects funded, in whole or in part, by this Grant Agreement are publicized in any news media, brochures, articles, seminars, websites, or other type of promotional material. The Grantee shall also include in any publication resulting from work performed under this grant an acknowledgment substantially as follows:

"The work upon which this publication is based was funded in whole or in part through a grant awarded by the California Strategic Growth Council."

Media: The Grantee is required to identify a point of contact for all press inquiries and communications needs related to the Project and provide the name, phone number and email address of this individual to the SGC. All press releases must be approved by the SGC Communications Office prior to distribution and the SGC must be alerted and invited to participate in any and all press conferences related to the grant.

Social media: The Grantee is encouraged to use social media to inform and share with the public activities under this Grant Agreement. Furthermore, @CalSGC should be tagged on all posts related to activities under this Grant Agreement. Use of the hashtags #TCCPlanning and #CommunityLedTransformation is also encouraged.

15. Severability.

In the event that any provision of this Grant Agreement is unenforceable or held to be unenforceable, the Parties agree that all other provisions of this Grant Agreement have force and effect, and shall not be affected thereby.

16. General Compliance.

By signing this Grant Agreement, the Grantee certifies that it shall comply fully with all applicable federal, state and local laws, ordinances, regulations and permits and shall secure any new permits required by authorities having jurisdiction over the Project(s), and maintain all presently required permits. The Grantee shall ensure that any applicable requirements of the California Environmental Quality Act are met in order to carry out the terms of this Grant Agreement.

Additionally, the Grantee certifies that it is not and shall not be:

- A. In violation of any order or resolution not subject to review promulgated by the California Air Resources Board or an air pollution control district;
- B. Subject to a cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or
- C. Finally determined to be in violation of provisions of federal law relating to air or water pollution.

17. Liability Indemnification and Waiver.

The indemnification obligations shall survive the termination of this Grant Agreement. The Grantee agrees to indemnify, defend (with counsel reasonably approved by the state) and hold harmless the Department, the SGC,

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the California Natural Resources Agency (“CNRA”), its employees, officers or agents from and against any and all claims, injury, damages, liability, loss or attorneys’ fees arising out of or in connection with the subject matter, terms or performance of this Grant Agreement, and from any suit, proceeding or challenge against the Department, the SGC, CNRA and their employees, officers or agents by a third-party alleging that by virtue of the terms of this Grant Agreement, the Department, the SGC, CNRA and their employees, officers or agents have done any wrongful act or breached any representation, whether based on a claim in contract, tort or otherwise.

18. Grantee Independence/Not an Agent of the State.

The Grantee, and the agents and employees of Grantee, in the performance of this Grant Agreement, shall act in an independent capacity and not as officers or employees or agents of the State of California.

19. Assignment.

Without the advance written consent of the Department, this Grant Agreement is not assignable by Grantee either in whole or in part.

20. Grantee’s Staff, Partners, and Subcontractors.

The state’s contractual relationship is with the Grantee, and not any of their Partners or subcontractors. The Grantee is entitled to make use of its own staff, Partners, and subcontractors, as identified in the Work Plan and Budget, and will comply with its own competitive bidding and sole sourcing requirements for subcontracts that arise out of or in connection with this Grant Agreement. The Grantee shall manage, monitor, and accept responsibility for the performance of its own staff, Partners, and subcontractors, and will conduct Project activities and services consistent with professional standards for the industry and type of work being performed under this Grant Agreement. Any request to add or modify Partners requires a formal amendment to the Grant Agreement. Any request to add or modify subcontractors requires documentation that the proposed subcontractor was selected in compliance with the subcontractor procurement processes of the Grantee, contracting Partner, or other applicable parties. Refer to section 10, Modifications and Amendments to the Grant Agreement.

Nothing contained in this Grant Agreement or otherwise shall create any contractual relation between the Department and any Partners or subcontractors, and no subcontract shall relieve the Grantee of its responsibilities and obligations under the terms of this Grant Agreement. The Grantee agrees to be fully responsible to the Department for the acts and omissions of its Partners, subcontractors, and of persons either directly or indirectly employed by them. The Grantee’s obligation to pay its Partners and subcontractors is an independent obligation from the Department’s obligation to make payments to the Grantee.

21. No Third Party Beneficiaries.

This Grant Agreement is not intended for the benefit of any person or entity other than the Parties, and no one other than the Parties themselves may enforce any of the rights or obligations created by this Grant Agreement.

22. Expatriate Corporations.

Grantee hereby declares that it is not an expatriate corporation or subsidiary of an expatriate corporation within the meaning of Public Contract Code Section 10286 and 10286.1, and is eligible to contract with the State of California.

23. Insurance Requirements for Term of Grant Agreement.

A Grantee that is a governmental organization may provide evidence of self-insurance to satisfy this requirement.

If Grantee is not a governmental organization or is unable to provide evidence of self-insurance, then the following are the insurance requirements:

California Department of Conservation – Division of Land Resource Protection
Strategic Growth Council – Transformative Climate Communities Program Planning Grant
 City of Stockton
 Grant Number: 3018-709
 Fiscal Year Allocation: 2016-2017

- A. The Grantee shall obtain and keep in force for the term of this Grant Agreement the following insurance policies that cover any acts or omissions of the Grantee, its subcontractors or its employees engaged in the provision of service specified in this Grant Agreement:
- i. Worker's Compensation Insurance in an amount of not less than \$1,000,000 in accordance with the statutory requirement of the State of California. (Cal. Lab. Code § 3700 et seq.)
 - ii. Commercial general liability insurance in an amount of not less than \$1,000,000 per occurrence for bodily injury and property damage combined.
 - iii. Motor vehicle liability with limits not less than the amounts below combined single limit per accident. Such insurance shall cover liability arising out of a motor vehicle including owned, hired, and non-owned motor vehicles.
 - a. 7 or fewer passengers: \$1,000,000
 - b. 8-15 passengers: \$1,500,000
 - c. 16+ passengers: \$5,000,000
- B. The Grantee shall name the State of California, its officers, agents, employees and servants as additional insured parties for the commercial general liability and automobile liability insurance but only with respect to work performed under the contract and is responsible for guaranteeing that a copy of each Certificate of Insurance is submitted to the Department within thirty (30) days of the Grant Agreement signature. The Grantee will include the Grant Number on the submitted Certificate of Insurance.
- C. The Grantee shall notify the Department prior to any insurance policy cancellation or substantial change of policy.

24. Americans with Disabilities Act.

Grantee certifies to the Department that it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

25. Union Organizing.

By signing this Grant Agreement, the Grantee hereby acknowledges the applicability of Government Code Sections 16645, 16645.2, 16645.8, 16646, 16647, and 16648 to this Grant Agreement and hereby certifies that:

- A. No grant funds disbursed by this grant will be used to assist, promote, or deter union organizing by employees performing work under this Grant Agreement.
- B. If the Grantee makes expenditures to assist, promote, or deter union organizing, the Grantee will maintain records sufficient to show that no state funds were used for those expenditures, and the Grantee shall provide those records to the Attorney General upon request.

26. Nondiscrimination Clause.

During the performance of this Grant Agreement, the Grantee and its subcontractors shall not unlawfully discriminate, harass, or allow harassment against any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status.

The Grantee and its subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Grantee and subcontractors shall

EXHIBIT 2

California Department of Conservation – Division of Land Resource Protection
Strategic Growth Council – Transformative Climate Communities Program Planning Grant
City of Stockton
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comply with the provisions of the Fair Employment and Housing Act (Gov. Code, § 12990 et seq.) and the applicable regulations promulgated there under (Cal. Code Regs., title 2, § 11005 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a)-(f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Grant Agreement by reference and made a part hereof as if set forth in full. Grantee and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other grant agreement.

The Grantee shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform services under this Grant Agreement.

27. Drug-Free Workplace Requirements.

Grantee certifies to the Department that it will provide a drug-free workplace by taking the following actions:

- A. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession or use of a controlled substance is prohibited in the organization's workplace and specifying the actions that will be taken against employees for violations of the prohibition.
- B. Establish a drug-free awareness program to inform employees about:
 - i. The dangers of drug abuse in the workplace;
 - ii. The organization's policy of maintaining a drug-free workplace;
 - iii. Any available counseling, rehabilitation and employee assistance programs; and,
 - iv. Penalties that may be imposed upon employees for drug abuse violations.
- C. Every employee who works on the proposed Grant Agreement will:
 - i. Receive a copy of the company's drug-free workplace policy statement; and,
 - ii. Agree to abide by the terms of the company's statement as a condition of employment on the Grant Agreement.

California Department of Conservation – Division of Land Resource Protection
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**ATTACHMENT A
WORK PLAN AND BUDGET**

EXHIBIT 2

California Department of Conservation – Division of Land Resource Protection
Strategic Growth Council – Transformative Climate Communities Program Planning Grant
 City of Stockton
 Grant Number: 3018-709
 Fiscal Year Allocation: 2016-2017

Project Name: Stockton Climate Action Plan: Neighborhood Implementation

High Level Activities/Milestones	Responsible Parties [ex: Grantee, Partner, Subcontractor, etc.]	Timeline [Start and End Date]	Total Requested Grant Funds
Task 1: Initial Kick-off/Outreach			\$36,650
Subtask A: Website Development Subtask B: Canvassing/Housecalls Subtask C: Large Community Workshops/Townhalls (2) Subtask D: Targeted/Small Community Meetings (6) Subtask E: Project Team Monthly Check-in Deliverables: website, flyers, meeting notes, sign-in sheets, stakeholder database	Subtask A: City of Stockton, Third City Subtask B: FFSJ Subtask C: All Subtask D: All Subtask E: All	Start: July 2018 End: August 2018	\$36,650
		Travel	N/A
Task 2: Continued Engagement, Community Priorities			\$15,835
Subtask A: Canvassing/Housecalls Subtask B: Large Community Workshops/Townhalls (2) Subtask C: Targeted/Small Community Meetings (6) Subtask D: Preferred Planning Area Assessment Subtask E: Project Team Monthly Check-in Deliverables: flyers, meeting notes, sign-in sheets, 5-mile Planning Area Map (draft)	Subtask A: FFSJ, Stand Subtask B: All Subtask C: All Subtask D: City of Stockton Subtask E: All	Start: August 2018 End: November 2018	\$15,835
		Travel	N/A

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Task 3: Present Findings			\$20,675
Subtask A: Large Community Workshops/Townhalls Subtask B: Targeted/Small Community Meetings Subtask C: Finalize Planning Area Map Subtask D: Project Team Monthly Check-in Deliverables: flyers, meeting notes, sign-in sheets, 5-mile Planning Area Map (final)	City of Stockton, Third City, PHA, Catholic Charities, FFSJ, STAND	Start: August 2018 End: September 2018	\$20,675
		Travel	N/A
Task 4: SNP, Initial Draft			\$14,702
Subtask A: Document Development Subtask B: Large Community Workshops/Townhalls (2) Subtask C: Project Team Monthly Check-in Deliverables: Draft SNP, meeting notes	Subtask A: City of Stockton Subtask B: All Subtask C: All	Start: September 2018 End: October 2018	\$14,702
		Travel	N/A
Task 5: SNP, Second Draft			\$14,396
Subtask A: Document Development Subtask B: Large Community Workshops/Townhalls Subtask C: Project Team Monthly Check-in Deliverables: Draft SNP, meeting notes	Subtask A: City of Stockton Subtask B: All Subtask C: All	Start: October 2018 End: November 2018	\$14,396
		Travel	N/A

California Department of Conservation – Division of Land Resource Protection
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Task 6: SNP, Final Plan + Presentation			\$18,942
Subtask A: Document Development Subtask B: Large Community Workshops/Townhalls (2) Subtask C: City Council Presentation Subtask D: Project Team Monthly Check-in Deliverables: Final SNP, Hardcopy Final SNP, electronic presentation, meeting notes	Subtask A: City of Stockton Subtask B: All Subtask C: City of Stockton Subtask D: All	Start/End: February 2018	\$18,942
Travel			N/A
Task 7: Leadership Development Forum			\$21,300
Subtask A: Program Development/Information/Recruitment Subtask B: Application Subtask C: Development Seminars Subtask D: Community-oriented outreach/engagement Subtask E: Plan for continued outreach/capacity Deliverables: Draft Outreach Plan, meeting notes	Subtask A: All Subtask B: Third City Subtask C: Rising Sun Subtask D: Third City, Rising Sun Subtask E: All	Start: July 2018 End: January 2019	\$21,300
Travel			N/A
Task 8: Tree Census			\$27,500
Subtask A: Focus Area + Survey Development Subtask B: Site Surveys (3) Subtask C: Data Consolidation/Mapping/Report Creation Deliverables: Tree Census Appendix, Map (shapefile)	Puentes	Start: August 2018 End: January 2019	\$27,500
Travel			N/A
GRAND TOTAL			\$170,000

A group of seven people are seated around a long table in a meeting room. They appear to be in a discussion or meeting. The room has a modern design with a grid ceiling and recessed lighting. The overall tone is professional and collaborative.

APPENDIX B: SURVEY RESULTS

Sustainable Neighborhood Plan Survey 1 Review

Sustainable Neighborhood Plan Survey 1 Review

Prepared for:



Prepared by:



AmeriCorps VISTA
Xavier A. Dutye

Table of Contents

- 1.0 Introduction
- 2.0 Summary of Key Findings
- 3.0 Data Collection
- 4.0 Pollution
- 5.0 Health & Food
- 6.0 Transportation
- 7.0 Water and Energy
- 8.0 Community Ideas
- 9.0 Acknowledgments

1.0 Introduction

In 2018, the City of Stockton was awarded a Transformative Climate Communities (TCC) Planning Grant in the amount of \$170,000 by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. Stockton's City Council passed the resolution for the project. Local partners within the project area are co-creating a neighborhood-level blueprint for sustainable development, updating the city's existing tree inventory, and facilitating a community leadership program that will train residents in the area on climate-related topics. Through this process, the City of Stockton, its partners, and the community created Rise Stockton to carry the work forward beyond the planning phase.

Rise Stockton and its partners understand the importance of keeping the community's experience as the foundation for developing the building blocks for a Sustainable Neighborhood Plan. This survey is phase 1 of 3, that will be used to gather critical insights about the ways pollution impacts the community. These insights will be used to form a community vision for projects that are not only desirable but will help alleviate the strain caused by climate change.

2.0 Summary of Key Findings

- Of the 141 responses, 62% stated they reside within the South Stockton Promise Zone.
- Pollution: Respondents believe “garbage,” “vehicles,” and “industry” are the top sources of pollution within their communities. *A city-sponsored cleaning program* and *volunteer clean-ups* were the most frequently mentioned ideas from the community as solutions to removing contaminants.
- Health & Food: Respondents listed that they experience or witness a *lack of affordable/quality healthcare, no access to healthy food, and have minimum options for physical activity* more than any of the other options. More *grocery stores* and *farmer’s markets* are the leading solutions for community members to improve food access in their neighborhood.
- Transportation: *Increase RTD bus hours* and *increase routes/stops* were the leading solutions provided by respondents to improve transit, but 71.2% of respondents said *they do not use public transportation*.
- Water and Energy: Respondents overwhelming struggle with *high utility bills*. The top three suggestions for improving utility issues are: *lower costs, utility assistance programs, and invest in solar energy*.
- Community Ideas: *Youth outreach, community engagement, and better infrastructure* were the most frequently mentioned topics for additional ideas to improve sustainability.

3.0 Data Collection

Surveys were created by AmeriCorps VISTA members in collaboration with Rise Stockton and their partnering organizations. From May 30th, 2019 - June 12th, 2019 surveys were administered to the community through a combination of semi-structured interviews, conducted by Rise Stockton partners and volunteers, and online self-reporting. Rise Stockton created social media posts containing a description and link to a Google Form of the survey. As a result, 141 surveys were returned and analyzed.

3.1 Demographics

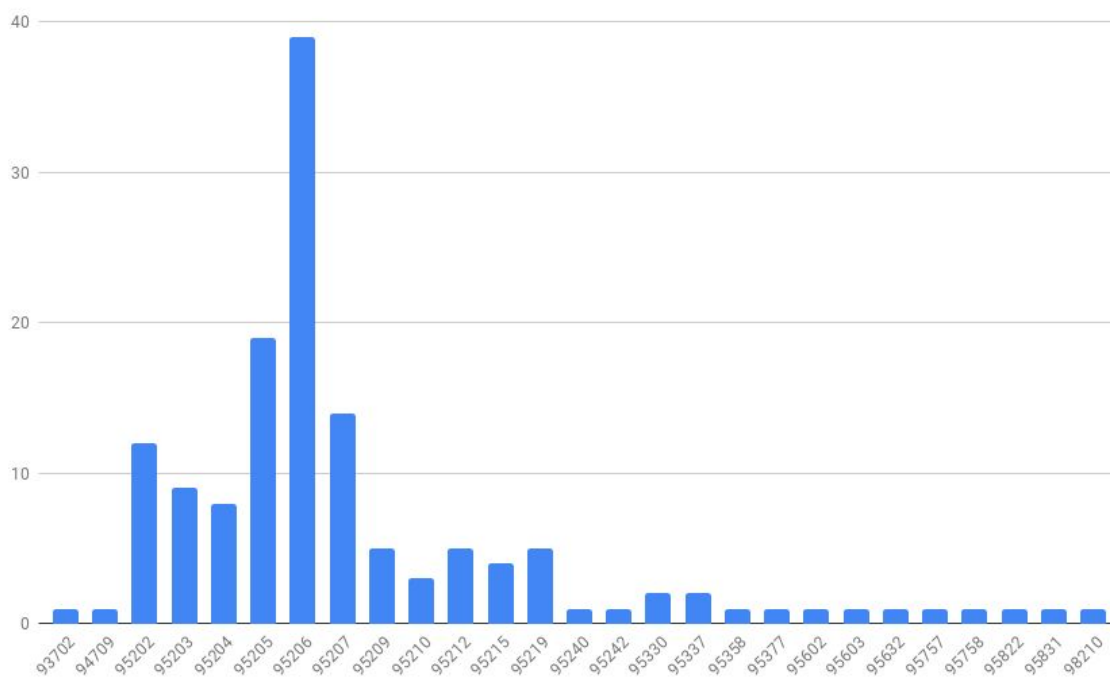


Figure 3.1) Zip codes of the 141 respondents

Of the 141 responses, **62%** stated they reside within the South Stockton Promise Zone. The South Stockton Promise Zone (SSPZ) contains the following zip codes: 95202, 95203, 95204, 95205, and 95206.

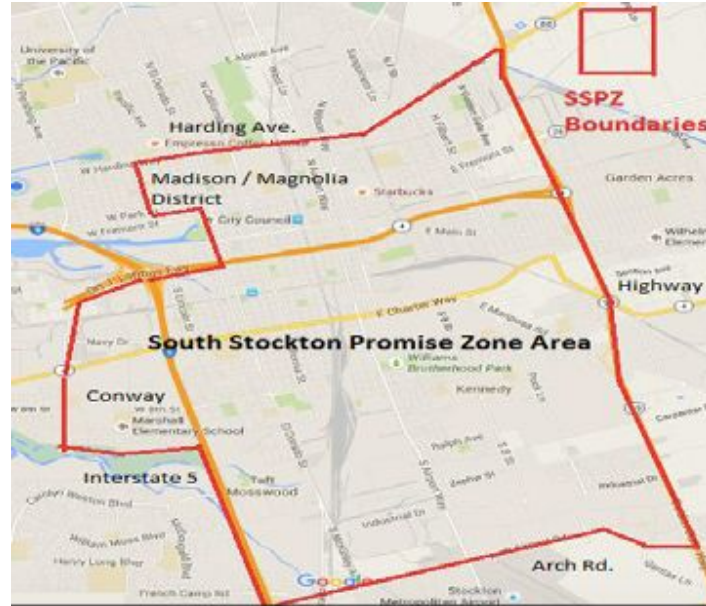


Figure 3.2) South Stockton Promise Zone Map, via sjcphs.org

The South Stockton Promise Zone is an area identified as an high-impact, high-need area with the potential to overcome the socio-economic effects of poverty through strategic partnerships with public, private and nonprofit organizations.

4.0 Pollution

62% of respondents stated that Pollution is an issue in their neighborhood. Respondents believe “garbage,” “vehicles,” and “industry” are the top sources of pollution within their communities, see figure 4.1.

Sources of Pollution

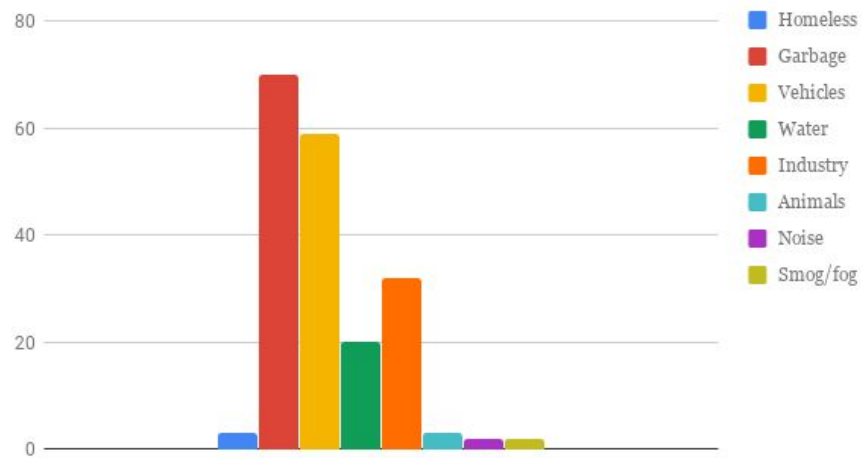


Figure 4.1) Reported sources of pollution within the neighborhood

How can we solve pollution at a neighborhood and city level?

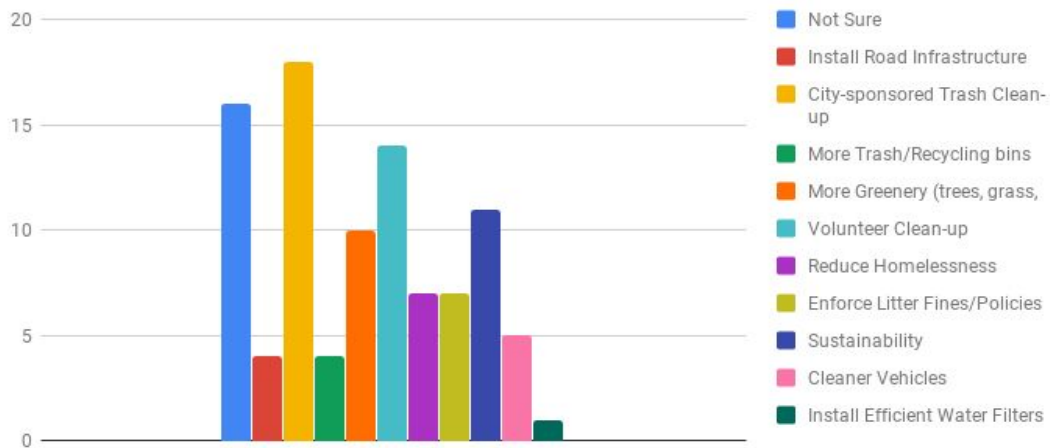


Figure 4.2) Community solutions to pollution

Participants were asked to give their opinions on how to best solve pollution within their neighborhood and in their city. A *city-sponsored cleaning program* and *volunteer clean-ups* were the most frequently mentioned ideas from the community; followed by *sustainability education/outreach* and *more greenery (more trees and parks)*, see figure 4.2.

“There is too much garbage laying around in my neighborhood, I would like for my neighborhood to have a weekly or monthly clean-up sessions and from there expand to solving the garbage on a city level as well.” -community member

5.0 Health and Food

Respondents listed that they experience or witness a *lack of affordable/ quality healthcare, no access to healthy food*, and have *minimum options for physical activity* more than any of the other options. More *grocery stores and farmer’s markets* are the leading solutions for community members to improve food access in their neighborhood, see *Figure 5.2*.

Please indicate if you or anyone in your community struggles with one or more of the issues below. *Check all that apply

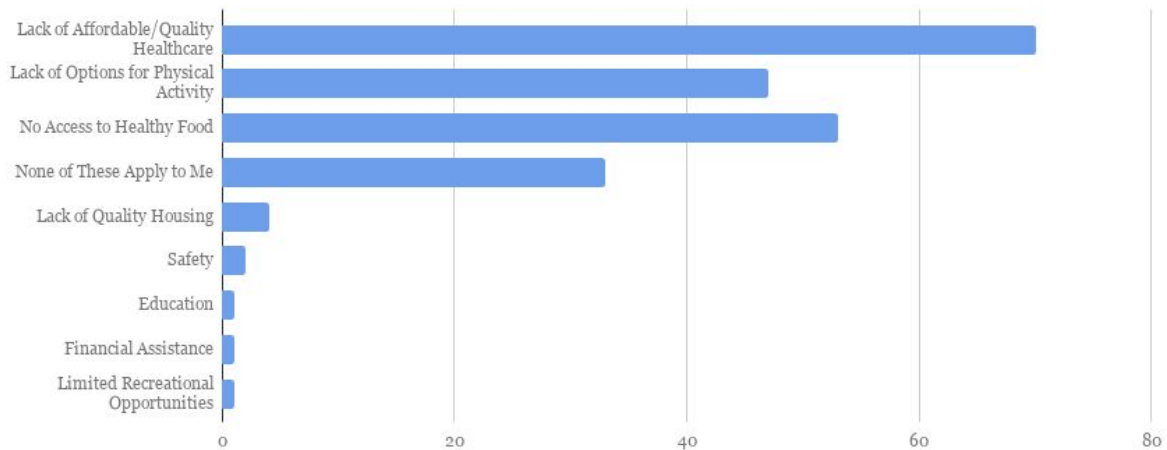


Figure 5.1) Health and Food in the community

How can we improve food access at the neighborhood and city level?

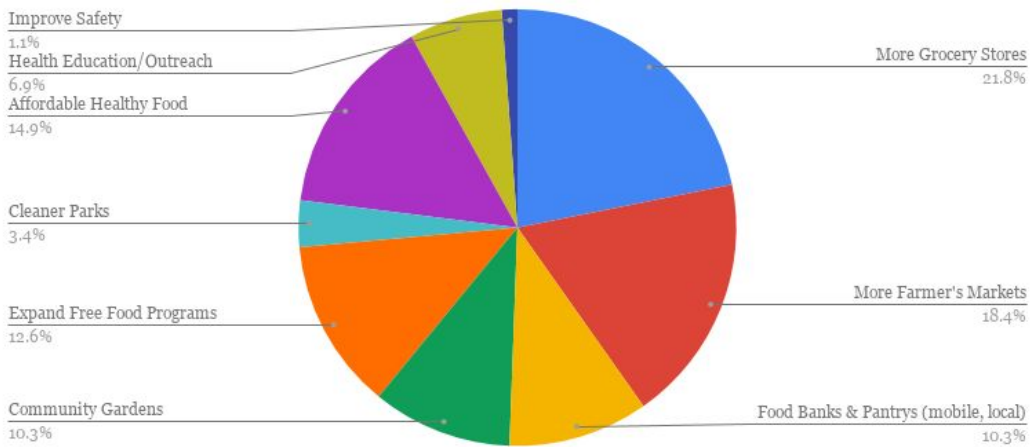


Figure 5.2) Community Solutions to food access

“more farmers markets, planting classes, more grocery stores rather than liquor stores” -community member

6.0 Transportation

77.6% of respondents reported that they *do not bike* and 71.2% of respondents said they do not use public transportation. However, *increase RTD bus hours and routes/stops* were the leading solutions provided by respondents in the free response section; *provide free bus passes, add shared vehicles, and add/improve bike lanes* were the next most frequently mentioned options.

Do you ride a bicycle? If so, how often?

134 responses

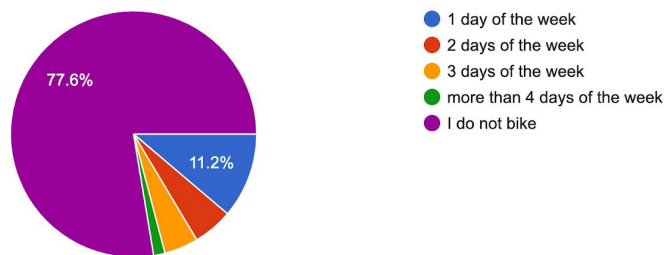


Figure 6.1) Community bicycle use

Do you use public transportation? If so, how many miles do you travel per trip?

132 responses

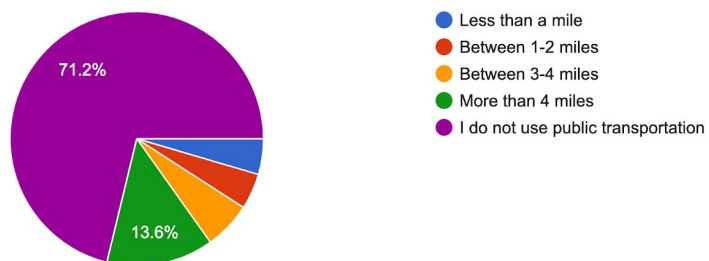


Figure 6.2) Community public transportation use

Community Solutions for Transit & Transportation

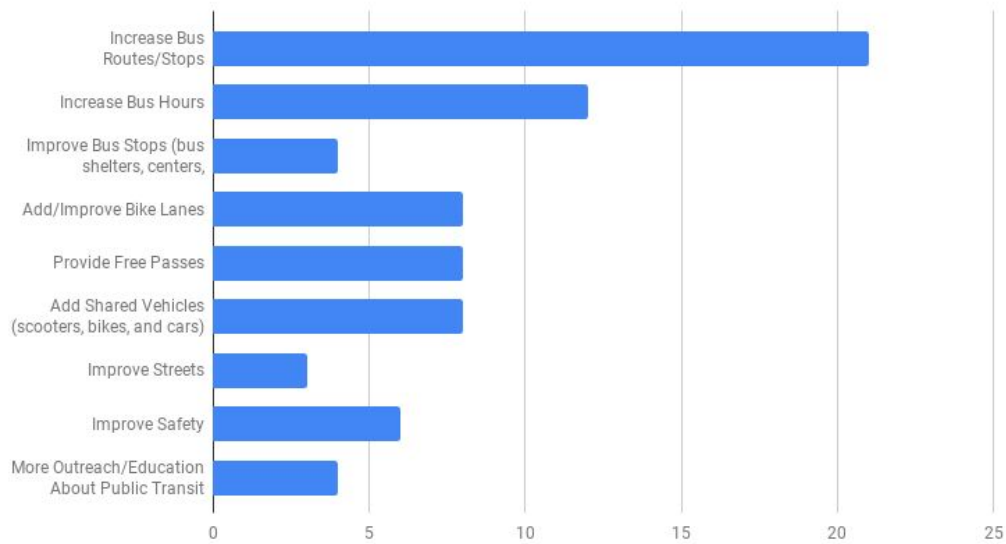


Figure 6.3) Community Solutions for transit & transportation issues

“Add more buses, add more stops, have those bikes/scooters that you can use like Sac and Oakland.”- community member

7.0 Water and Energy

Respondents overwhelmingly struggle with *high utility bills*. The top three suggestions for improving utility issues are: *lower costs, utility assistance programs, and invest in solar energy*.

Please indicate if you or anyone in your community struggles with one or more of the issues below. *Check all that apply

125 responses

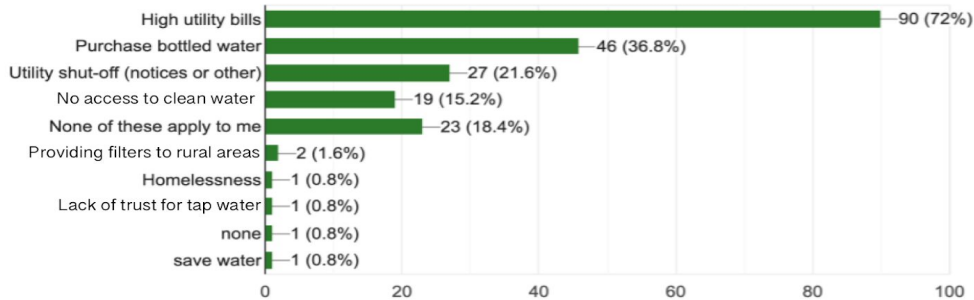


Figure 7.1) Energy and water issues within the community

Community Suggestions to Improve Utility Costs

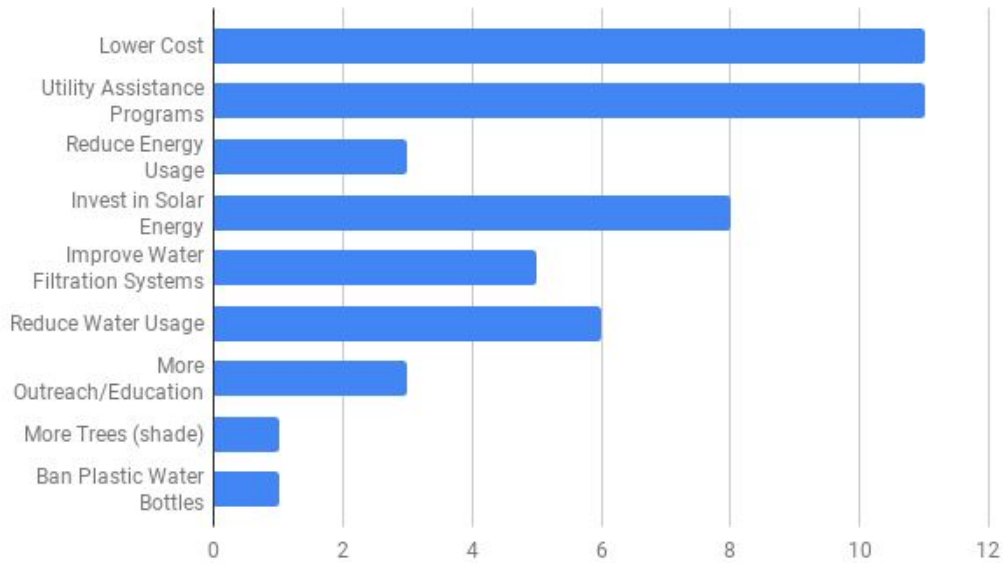


Figure 7.2) Community solutions to improve utility cost

"I see from time to time in my community where people live without power. There need to be more affordable plans for these people." - community member

8.0 Community Ideas

The final question gave respondents a chance to offer any additional ideas about improving sustainability within their neighborhood and their community. *Figure 8.1* captures the topics of the myriad of solutions. *Youth outreach, community engagement* and *better infrastructure* were the most frequently mentioned themes within the free response.



Figure 8.1) Additional ideas for a sustainable neighborhood

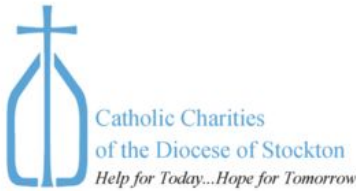
“community learning events..access to green space to grow food”

“Have better roads, sidewalks, parks and grocery stores in walking distance”

“more youth base programs and job opportunities to learn more about the world “
-community members

9.0 Acknowledgments

A special thanks to all of our partners for their hard work and participation in this study.



Sustainable Neighborhood Plan Survey 2 Review

Sustainable Neighborhood Plan Survey 2 Review

Prepared for:



Prepared by:



AmeriCorps VISTA
Xavier A. Dutye

Contents

- 1.0 Introduction
- 2.0 Community Priorities
- 3.0 Data Collection
- 4.0 Energy
- 5.0 Health
- 6.0 Parks
- 7.0 Safety
- 8.0 Transportation
- 9.0 Waste
- 10. Water
- 11. Community Ideas
- 12. Acknowledgments

1.0 Introduction

In 2018, the City of Stockton was awarded a Transformative Climate Communities (TCC) Planning Grant in the amount of \$170,000 by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. Stockton's City Council passed the resolution for the project. Local partners within the project area are co-creating a neighborhood-level blueprint for sustainable development, updating the city's existing tree inventory, and facilitating a community leadership program that will train residents in the area on climate-related topics. Through this process, the City of Stockton, its partners, and the community created Rise Stockton to carry the work forward beyond the planning phase.

Rise Stockton and its partners understand the importance of keeping the community's experience as the foundation for developing the building blocks for a Sustainable Neighborhood Plan. This survey is phase 2 of 2, that will be used to gather critical insights about the ways pollution impacts the community. These insights will be used to form a community vision for projects that are not only desirable but will also help alleviate the strain caused by climate change.

2.0 Community Priorities

- Energy: Learning ways to lower their utility bill
- Health: Establishing a farmers market in their neighborhood
- Parks: Improving park equipment
- Safety: Creating a neighborhood watch program
- Transportation: Safer routes to school
- Waste: Neighborhood clean-up program
- Water: Improvements to water treatment facilities
- Community Engagement: Learning more about sustainability

3.0 Data Collection

Surveys were created by AmeriCorps VISTA members in collaboration with Rise Stockton and their partnering organizations. From June 12th, 2019 - July 8th, 2019 surveys were administered to the community through a combination of semi-structured interviews, conducted by Rise Stockton partners and volunteers, and online self-reporting. Rise Stockton created social media posts containing a description and link to a Google Form of the survey. As a result, 104 surveys were collected.

3.1 Project Scoring

Respondents were asked to rank each project within its designated category (energy, healthy, parks, etc) from a scale from 1 to 3 or 1 or 4 depending on how many total options were available in that category. A score of 1 indicates that respondents believe that a project would be most helpful to their neighborhood/city; conversely, a score of 3 or 4 means that respondents believe a project to be the least helpful to their neighborhood/city.

Each rank position was then assigned a point value to calculate an overall score for each project within a category.

Total Responses		Points		Score
Rank 1	x	4pts	=	
Rank 2	x	3pts	=	
Rank 3	x	2pts	=	
Rank 4	x	1pt	=	
			+	Overall Score

Points were then multiplied by the number of times participants ranked a project in a position, 1 - 3 or 1 - 4, to receive a score. Finally, each score was summed to give a project

its overall score. Projects with the highest overall score were chosen as priority projects for each category. A detailed table of the scoring process is shown above.

3.2 Demographics

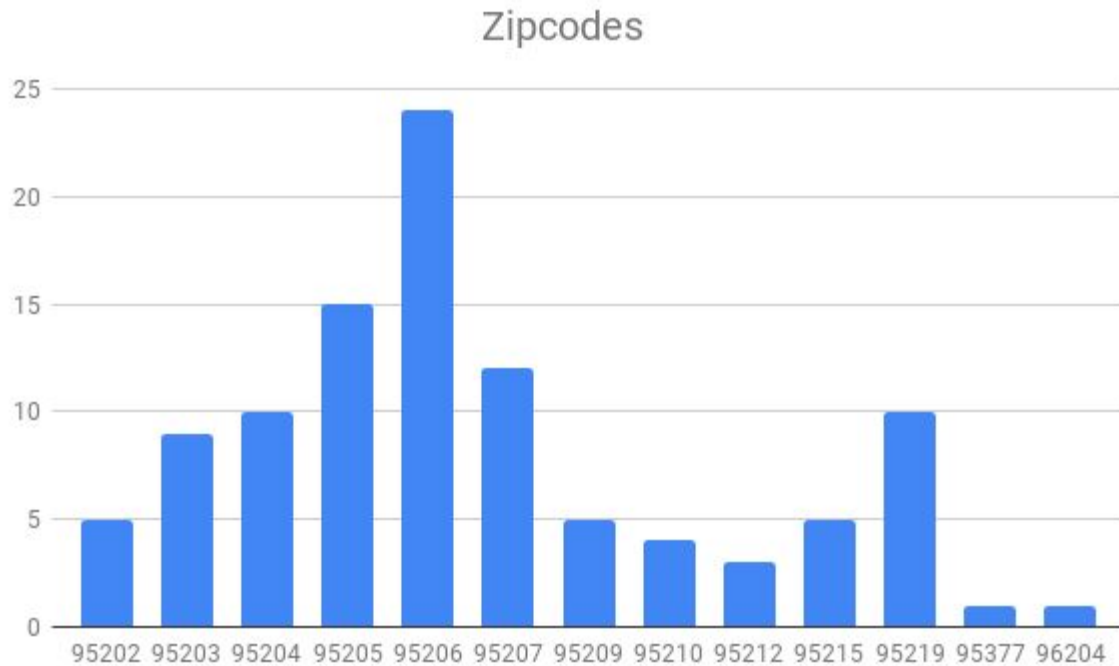


Figure 3.1) Zip codes of all survey takers

Of the 104 responses, **64%** stated they reside within the South Stockton Promise Zone. The South Stockton Promise Zone (SSPZ)contains the following zip codes: 95202, 95203, 95204, 95205, and 95206.

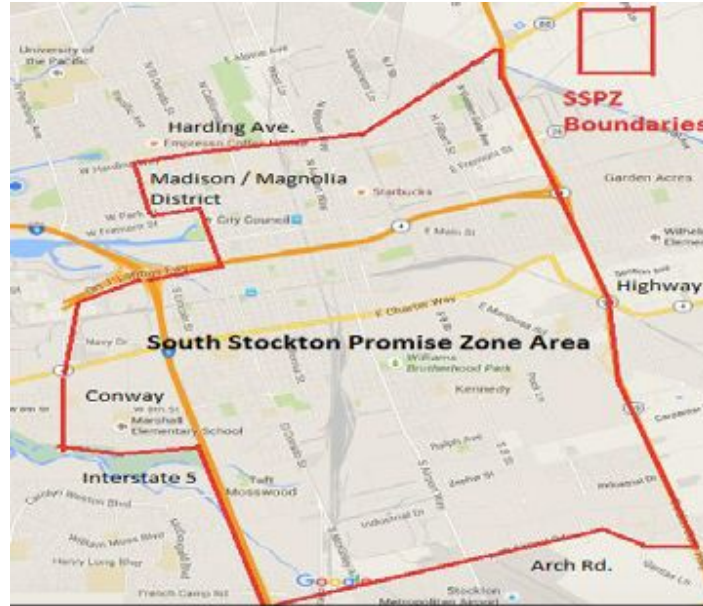
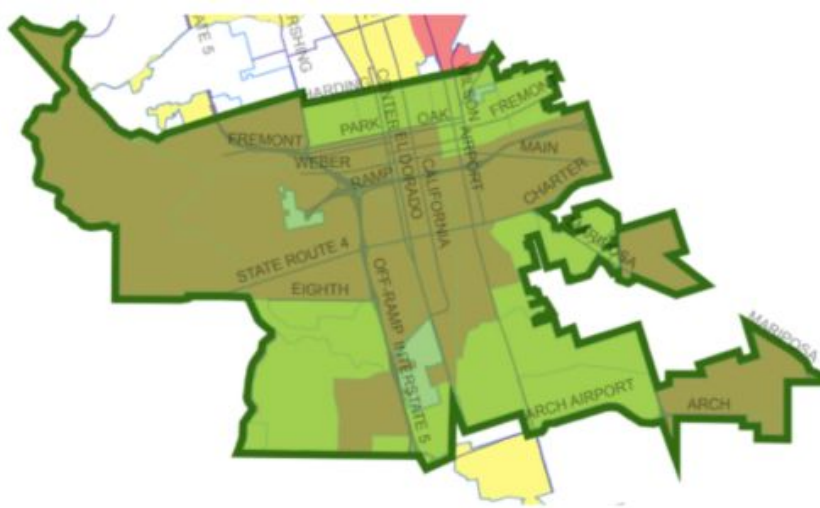


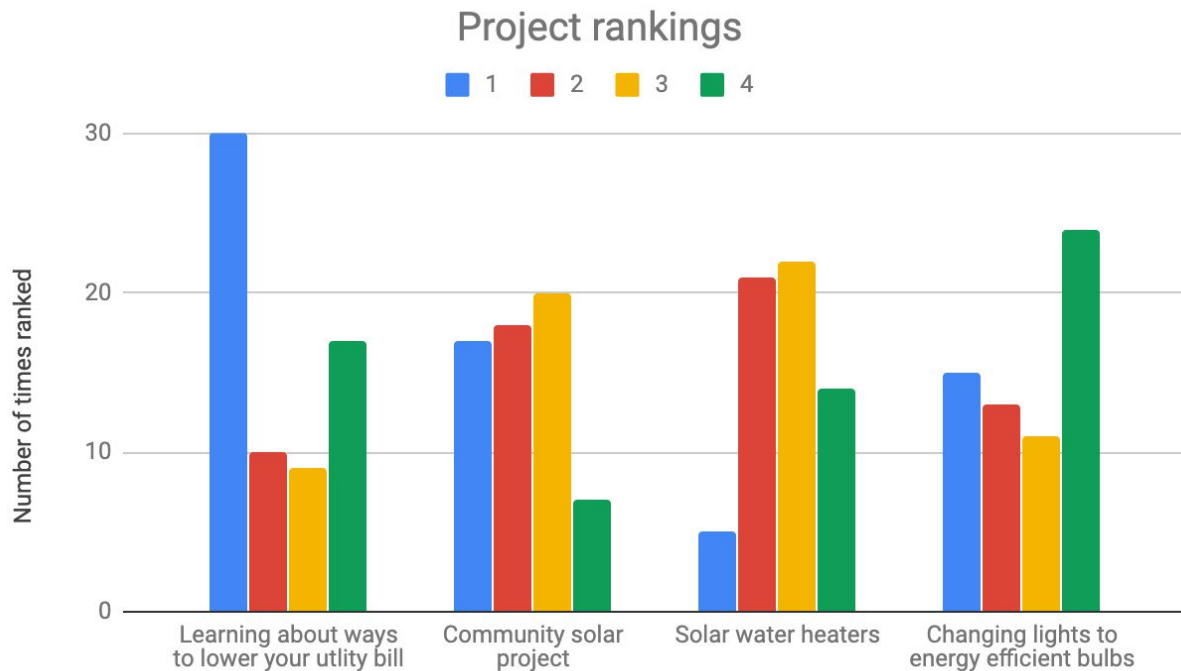
Figure 3.2) South Stockton Promise Zone Map, via sjcphs.org

The South Stockton Promise Zone is an area identified as an high-impact, high-need area with the potential to overcome the socio-economic effects of poverty through strategic partnerships with public, private and nonprofit organizations.



This report will only analyze surveys collected from within the TCC boundary zone. This zone overlaps the South Stockton Promise Zone.

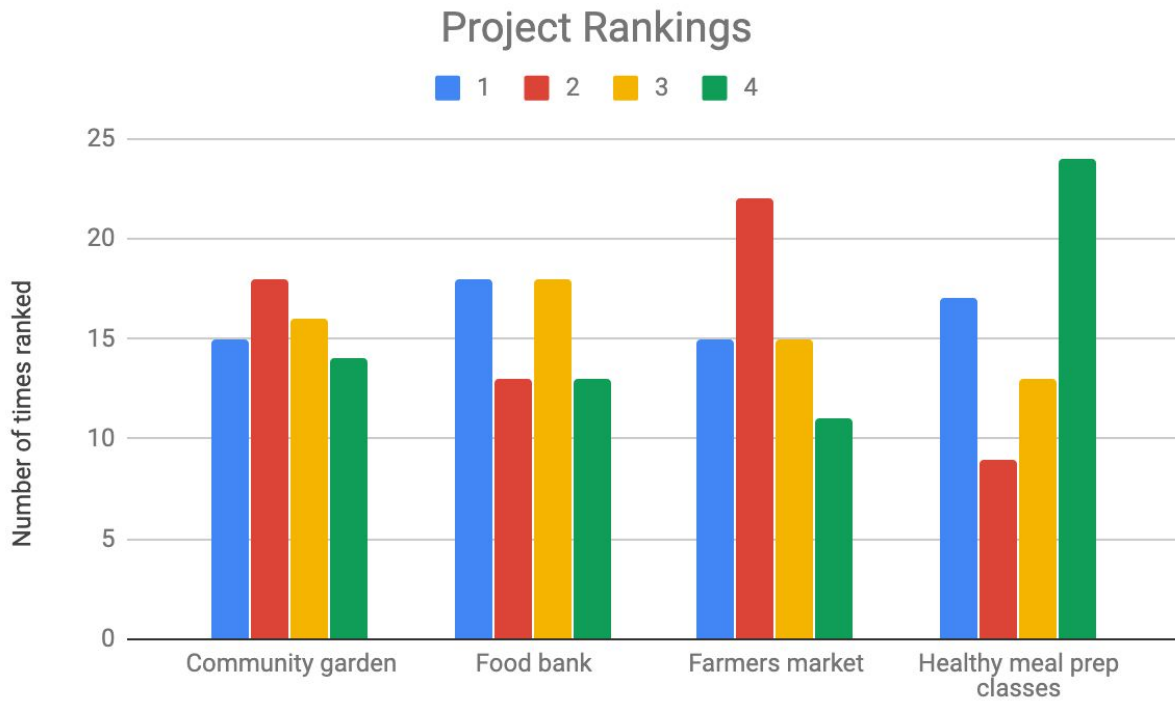
4.0 Energy



Rank	Project	Overall Score
*1st	Learning about ways to lower your utility bill	185
2nd	Community solar project	169
3rd	Changing lights to energy efficient bulbs	145
4th	Solar water heaters	141

**Learning about ways to lower your utility bill* was included in Survey 2 as a result of the 72% of respondents from SNP Survey 1 indicating that they struggle with high utility bills

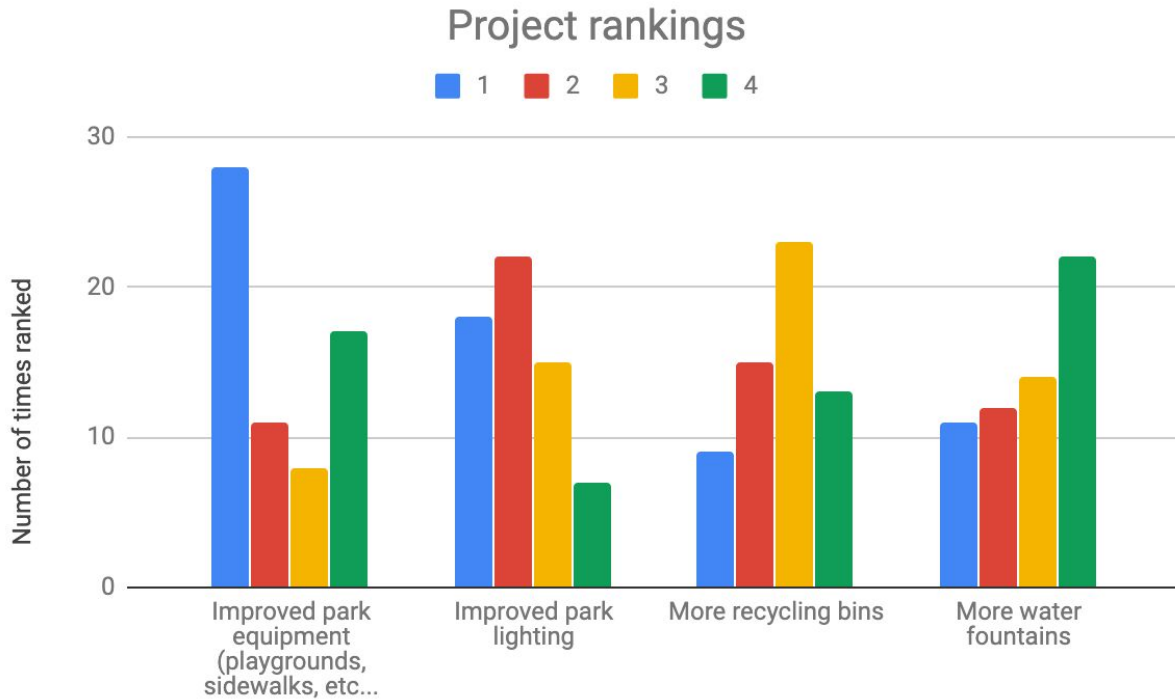
5.0 Health



Rank	Project	Overall Score
*1st	Farmers market	167
2nd	Food bank	160
3rd	Community garden	160
4th	Healthy meal prep classes	145

*Adding a farmers market into the community is a leading solution chosen to improve healthy food access in Survey 1.

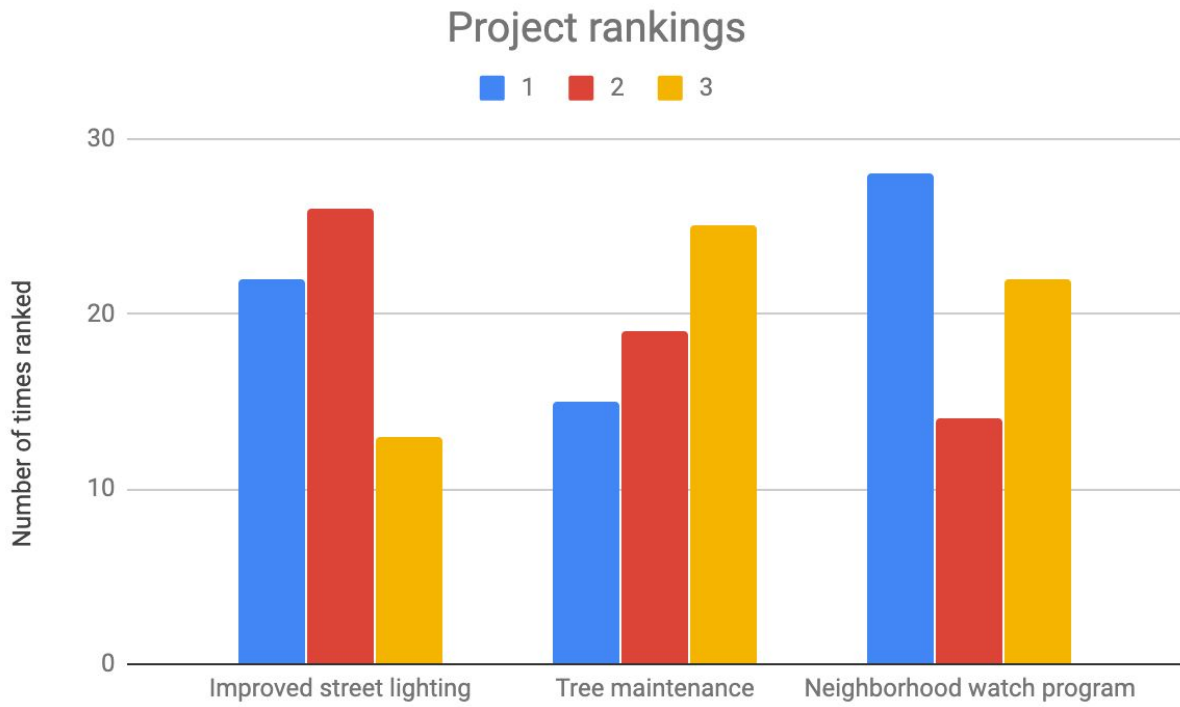
6.0 Parks



Rank	Project	Overall Score
*1st	Improved park equipment	178
2nd	Improved park lighting	175
3rd	More recycling bins	140
4th	More water fountains	130

*Park improvements are included in the Capital Improvement Plan

7.0 Safety



Rank	Project	Overall Score
1st	Neighborhood watch program	134
2nd	Improved street lighting	131
3rd	Tree maintenance	108

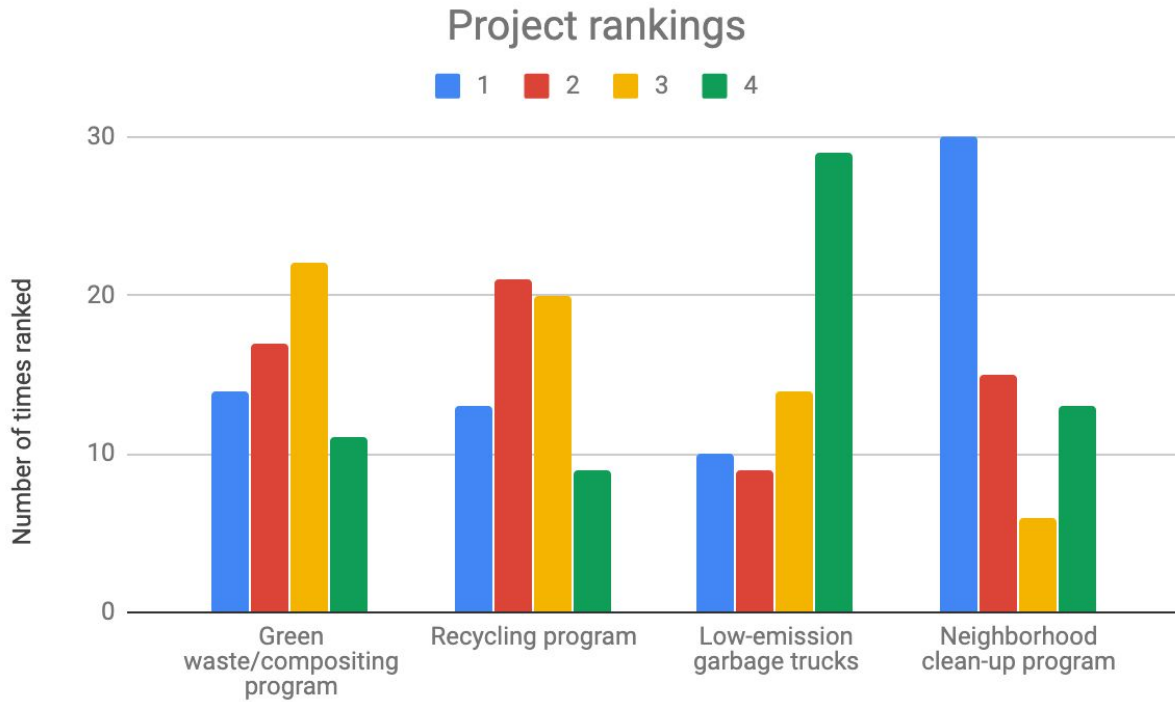
8.0 Transportation



Rank	Project	Overall Score
*1st	Safer routes to school	167
2nd	Improved street pavement	166
3rd	More bus routes	150
4th	Longer bus operation hours	147

*Safe routes to school is listed in the Climate Action Plan.

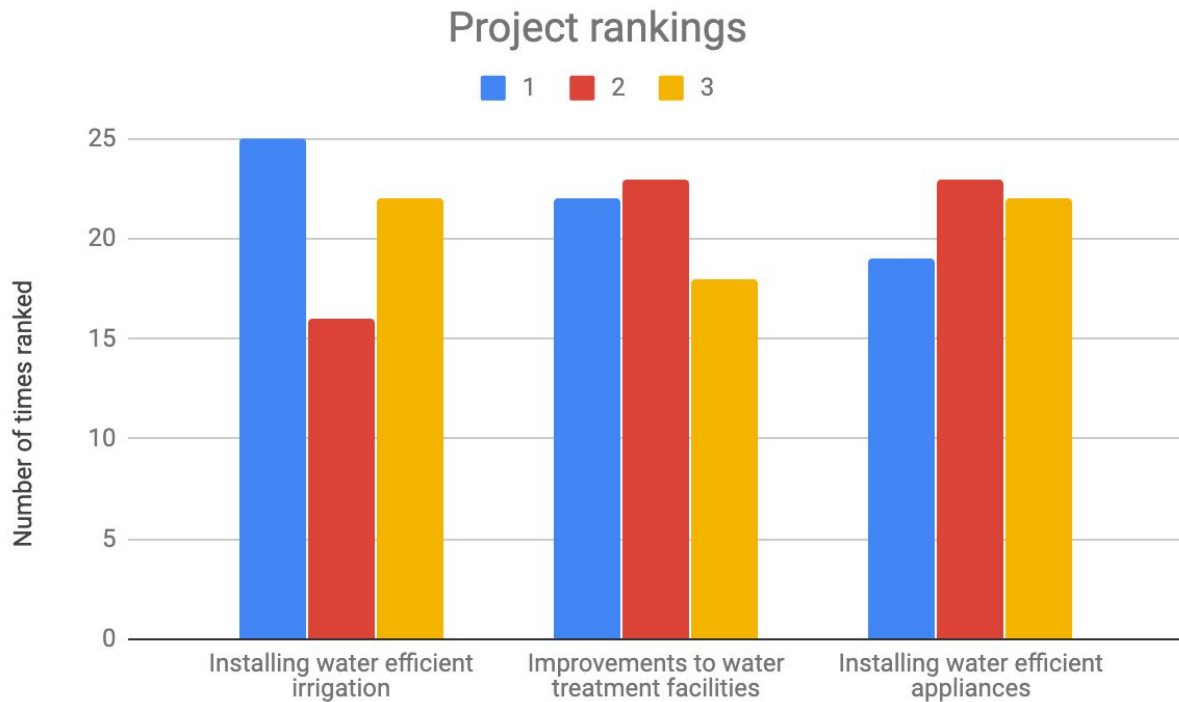
9.0 Waste



Rank	Project	Overall Score
*1st	Neighborhood clean-up program	190
2nd	Recycling program	164
3rd	Green waste/composting program	162
4th	Low emission garbage trucks	124

*A cleanup program is listed on Survey 1 as a leading solution to reducing waste.

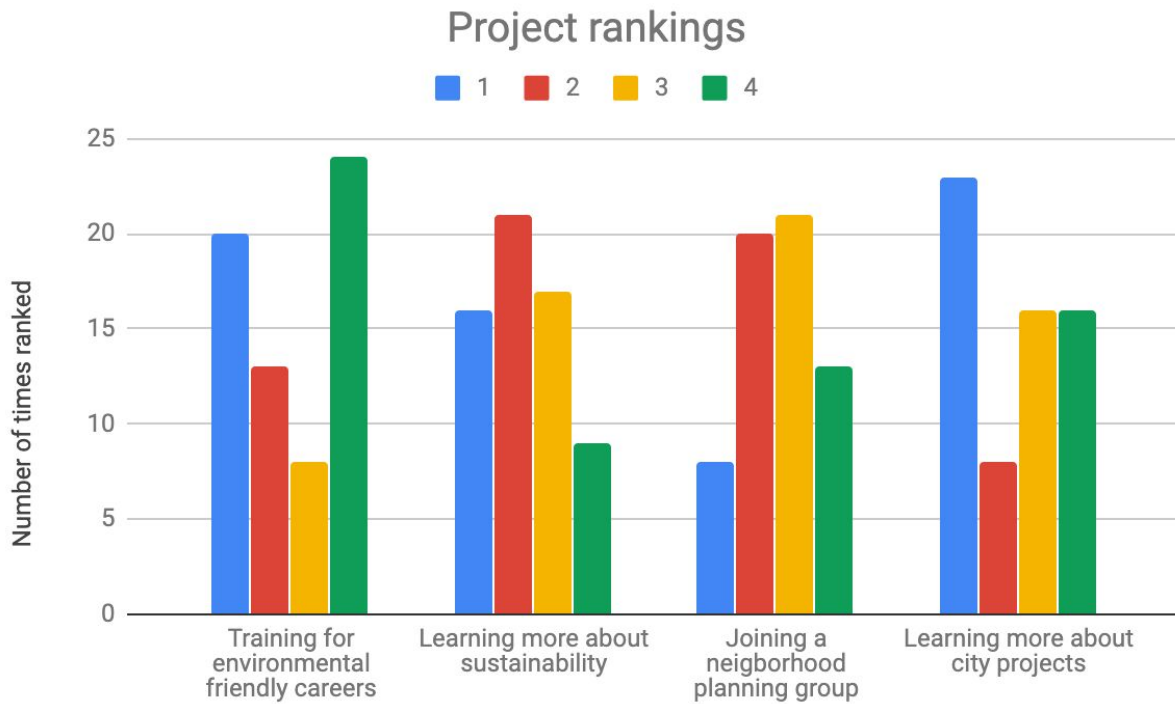
10. Water



Rank	Project	Overall Score
*1st	Improvements to water treatment facilities	130
2nd	Installing water efficient irrigation	129
3rd	Installing water efficient appliances	125

*Improvements to water treatment facilities is listed on both the Climate Action Plan and the Capital Improvement Plan.

11. Community Engagement



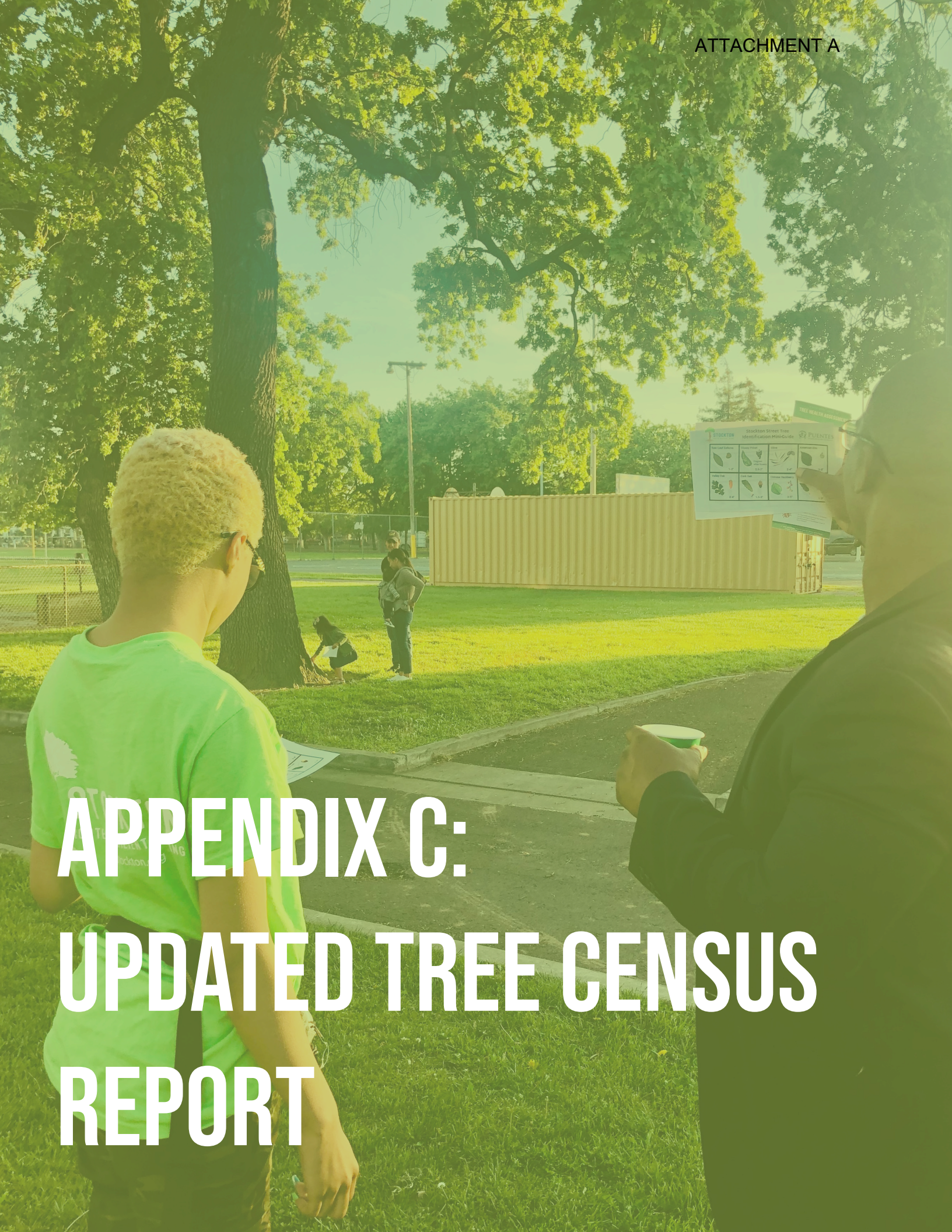
Rank	Project	Overall Score
1st	Learning more about sustainability	170
2nd	Learning more about city projects	164
3rd	Training for environmental friendly careers	159
4th	Joining a neighborhood planning group	147

12. Acknowledgments

A special thanks to all of our partners for their hard work and participation in this study.



APPENDIX C: UPDATED TREE CENSUS REPORT



Rise Stockton Stockton Tree Census Report

Prepared by
Aimee Hutton & Xavier Dutye



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1.0 Executive Summary

Trees within the City of Stockton contribute to the quality of life of all Stocktonians. The benefits of trees are numerous; they improve health by cleaning the air, raise the property values of homes, provide shade and help reduce energy consumption, and boost water quality & drainage. Since 2012, the City of Stockton has divested from planting and maintaining street trees. If left unkempt, communities will not be able to capitalize on the many benefits of trees. The effects of climate change and pollution will become more pronounced in areas with fewer trees and impact Stockton's most disadvantaged residents the harshest.

This report is a review of the 2019 Tree Inventory done by PUENTES, on behalf of Rise Stockton. The 2019 Tree Inventory is a combination of research done by a team of students from Stanford University and three-day data collection effort by PUENTES and their volunteers. The goal of this project was to document street tree health since the 2011 Stockton Tree Census across three project sites: Brookside, Fremont, and the Sierra Vista housing project. Brookside served as the control for this study, while Fremont and Sierra Vista sites are located within the Transformative Climate Communities Planning Grant area and the South Stockton Promise Zone.

A total of 586 trees, 61 tree species were surveyed in the project area. The condition of all the trees surveyed within the three project sites (Brookside, Fremont, and Sierra Vista) are as follows: 73.7% Good, 21.6% Fair, 4.1% Poor, and 0.6% Dead. Since the 2011 Tree Census, a total of 51 trees across all project sites have been removed or cut down to a stump. The Sierra Vista site has the lowest tree density of all sites and the highest percentage of tree removals among all sites. Although the majority of trees in every site were in Good condition, our findings were consistent with our hypothesis that the condition of trees in disadvantaged communities would be worse than in the control. Residents of these neighborhoods who already face economic and social hardship face the additional hardship posed by living in communities that do not benefit from the advantages trees provide listed above and more.

We recommend an increase in public-private investment in the City of Stockton's urban forestry. A partnership between volunteers, nonprofits, agencies, businesses, and the City can help alleviate some of the financial burden of forestry management and tree plantings, foster environmental stewardship within the community, and improve public knowledge of the benefits of trees in Stockton.

2.0 Introduction

In 2018, the City of Stockton was awarded a Transformative Climate Communities (TCC) Planning Grant in the amount of \$170,000 by the Strategic Growth Council to support planning activities in the Downtown and South Stockton region. Stockton's City Council passed the resolution for the project. Through this process, the City of Stockton, its partners, and the community created Rise Stockton to carry the work forward beyond the planning phase. As a partner to Rise Stockton, PUENTES, was tasked with updating the city's existing tree inventory. This report will examine the condition of trees within three sites: Brookside, Fremont, and Sierra Vista.

3.0 Methods

The Stockton Tree Census is a sample survey of the street trees in three sites in Stockton: two within the TCC Planning Grant project area and a control site outside the project area. The two sites within the project area were selected utilizing data analysis conducted by a team of Stanford students. The control site was selected with input from Rise Stockton partners. Drone mapping company Hivemapper provided high quality drone footage of the project area and access to their proprietary software. This software can overlay drone imagery over satellite imagery, previous drone footage, or LiDAR data to highlight changes over time. Finally, volunteer fieldworkers collected data in the three sites on the condition of individual trees surveyed in the previous tree census as well as trees planted more recently.

Stanford Analysis and Site Selection

Potential sites were first narrowed to sixteen neighborhoods with pre-existing or possible future relationships with PUENTES. A deeper understanding of the street trees in these neighborhoods would support future forestry and climate equity projects in these areas. The analytical research conducted by the Stanford team provided an empirical basis for determining the neighborhoods with the most need for increased forestry investment. Working from the 2011 Stockton Tree Census, the Stanford team used i-Tree Eco v6 and i-Tree Landscape--free, peer-reviewed software developed by the USDA Forest Service and other forestry experts--to determine the ecological and economic benefits of trees in the potential sites. They also utilized census data from the American Community Survey to provide demographic information such as median income. CalEnviroScreen 3.0 was used to determine the pollution burden according to census tract. See Appendix 9 for a complete list of the metrics used for site selection. Fieldworker safety (i.e., lack of sidewalks or high levels of traffic), partner input, and potential to recruit volunteers were also taken into account. Taking all of these factors into consideration, the streets surrounding Fremont Elementary School and the Sierra Vista Housing Authority were selected as the two project area sites, and Brookside Elementary was selected as the control site.

Hivemapper

During the site selection process, Will Urbina of Hivemapper collected drone footage of Stockton. Footage was collected on March 14, 2019 over a 7 hour period. The areas of Stockton captured in drone footage focused on areas of future development, commercial use, and residential areas both within the project area and without. Parts of the Airport Way corridor, the San Joaquin County fairgrounds, Downtown Stockton, streets around Van Buren and Fremont Elementary Schools, and the Swenson Golf Course were included. The footage was then processed by Hivemapper and layered over LiDAR data to reveal changes.

Fieldwork Methodology

The fieldwork census data was collected by a group of volunteers over three 2-hour sessions. Volunteers were recruited through email, social media, community center outreach, and flyering. Volunteers received a \$50 stipend per day or \$200 for three days of participation. Volunteers were given a tree species identification guide, health assessment guide, maps of the trees recorded in the 2011 Stockton Tree Census, and datasheets to record their data; see Appendices 1-6 for all data collection materials. Before each fieldwork session, there was a brief training on how to collect and record data. Volunteers were asked to locate previously recorded trees as well as trees planted since the 2011 census and record the condition of the trees (i.e., good, fair, or poor). Volunteers were also asked to record if a tree was dead, removed, or a stump, if applicable. The location of newly planted trees was recorded by listing the house number closest to the tree. This data was then digitized and used to quantify several factors including the condition of the trees in the three sites, the number of removals, and the number of trees. At the end of each fieldwork session, a short debrief was held to gather impressions and feedback from volunteer participants about the condition of trees in each site as well as the fieldwork experience.

4.0 Results

A total of 586 trees were surveyed in the 2019 Stockton Tree Census. Sixty-eight of these had missing data and were removed from the results. There were 61 different species of trees surveyed. The most common species present in the three sites are the Chinese pistache (11.8%), London plane tree (10.4%), Crape myrtle (7.7%), Queen palm (5.3%), and Modesto ash (4.6%); these species account for 39.8% of all trees surveyed. The condition of all the trees surveyed within the three project sites (Brookside, Fremont, and Sierra Vista) are as follows: 73.7% Good, 21.6%, Fair, 4.1% Poor, and 0.6% Dead; see *Figure 4.1*. Although the majority of the trees in each site were in good condition, our hypothesis that trees in more economically disadvantaged areas (i.e., Fremont and Sierra Vista) would be in worse condition than those in the control (i.e., Brookside).

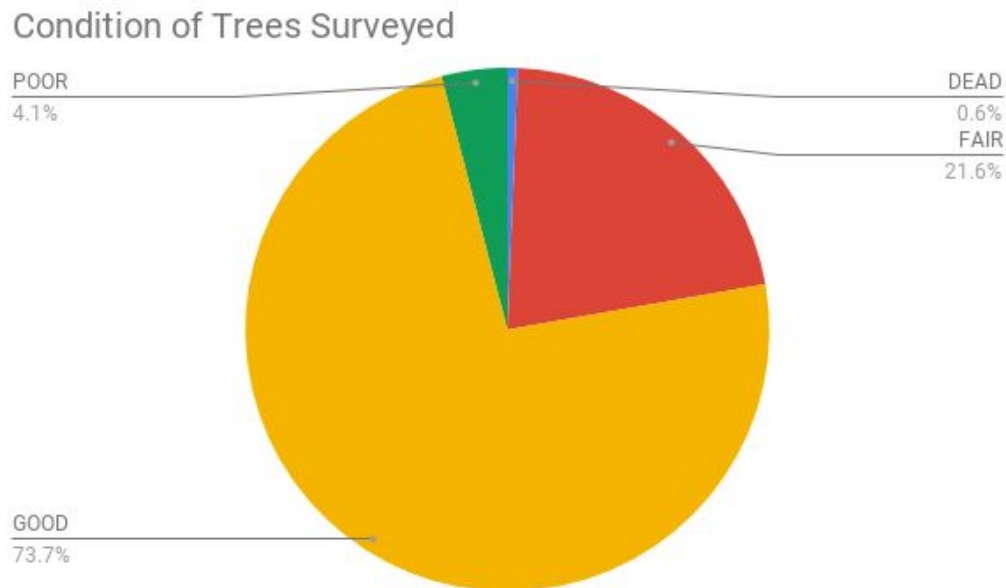


Figure 4.1- Condition of all tree surveyed within Brookside, Fremont, and Sierra Vista, 2019.

Since the 2011 Tree Census, 51 (8.7%) trees previously recorded at the three sites have been removed or cut down to a stump (Note: only one of these is a stump). Brookside accounts for the highest number of removals (21 trees), but Sierra Vista experienced the highest percentage of tree removals (12%) despite having the lowest number of removals (11 trees); see *Figure 4.2* and *Figure 4.3* for a comparison of number of removals and percentage of trees removed.

Number of Trees Removed Since 2011 Census



Figure 4.2- Tree removals since 2011 Tree Census.

Percentage of Trees Removed Since 2011 Census

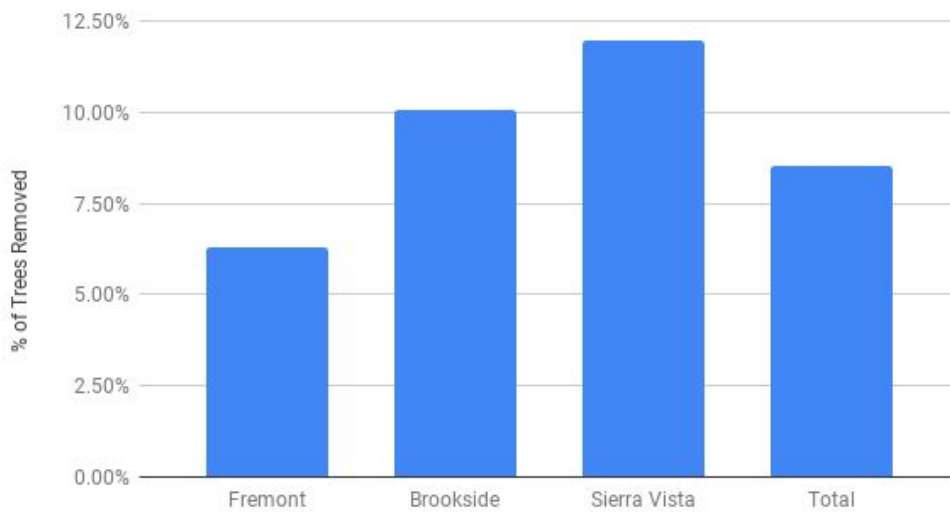


Figure 4.3- Percentage of trees removed for all sites since 2011 Tree Census.

Volunteer fieldworkers recorded 32 trees as newly planted. However, due to confusion among fieldworkers about newly planted trees versus trees which were not recorded in the previous census because they are not considered street trees, we have chosen to limit our discussion of these results. This confusion is discussed further in the Limitations section below. It is noteworthy that of

the trees that have been removed since the 2011 census, only one has been replaced with a new tree.

Brookside

Brookside served as the control site for this study with 209 trees surveyed (35.7% of the total amount surveyed). This project area had the highest number of trees in good health at 154 (82.8%), see *Figure 4.4* below. As stated above, 21 (10%) of the trees surveyed at this site had been removed. This constituted the highest number of tree removals, but the second highest percentage of removals. Fieldworkers observed that the trees at the Brookside site seemed much more intentionally planned and maintained than in the other two sites. They also observed that this was the only site with trees planted between the street and the sidewalk. These trees provide an extra layer of safety between cars and pedestrians and improve walkability.

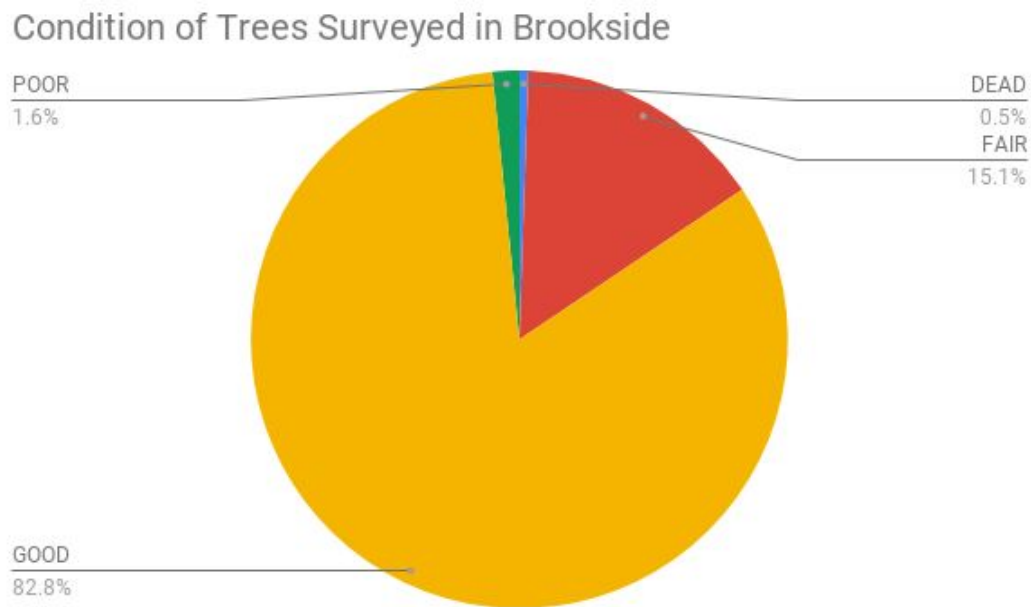


Figure 4.4- Condition of trees surveyed in Brookside, 2019.

Fremont

The Fremont site accounted for the largest portion of the total trees surveyed with 285 trees (48.6%). The condition of the trees surveyed in Fremont were as follows: 143 (68.4%) Good, 57 (27.3%) Fair, 7 (3.3%) Poor, and 2 (1%) Dead. Of the trees previously recorded at this site, 19 have been removed. During the debriefing session, volunteers expressed surprise at the number of trees

in the area. Homeowners have also planted new trees on their property. These would not be considered street trees and would not need to be managed by the city. Volunteers also described the trees and general vegetation as more overgrown and undermanaged than in other sites.

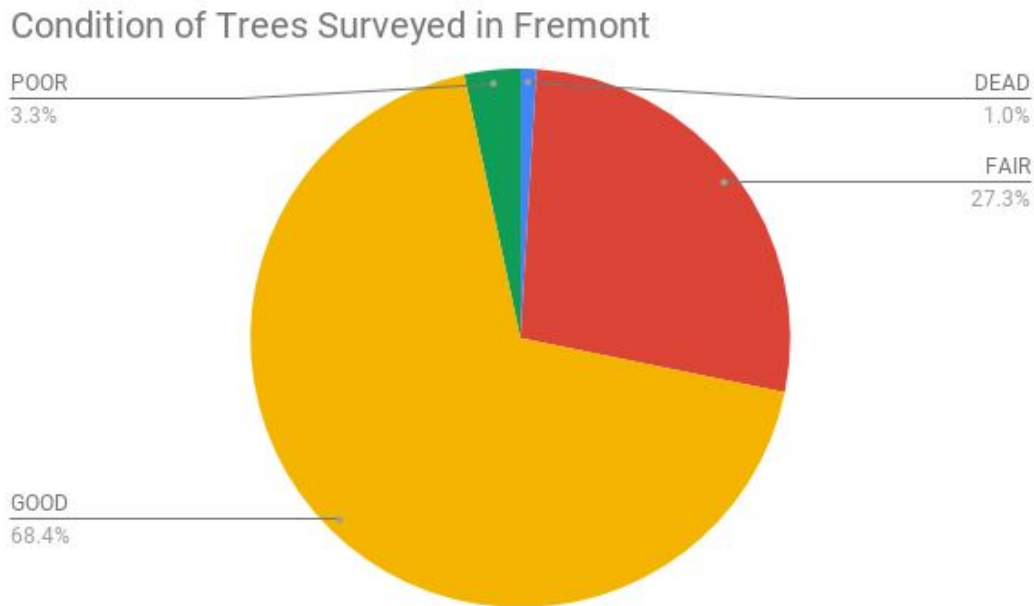


Figure 4.5- Condition of trees surveyed in Fremont, 2019.

Sierra Vista

Sierra Vista had the least amount of trees in this study, 92 trees, accounting for only 15.7% of the total surveyed. Sierra Vista also had the lowest percentage of trees in good health of the three sites, 65.8%. As stated above, 11 (12%) trees recorded previously have been removed since the 2011 census. Sierra Vista was the only site in which volunteers mentioned a high number of tree removals during the debrief, although it had the lowest number of removals. This more than likely reflects the low number of trees in this neighborhood to begin with. Volunteers' primary comment about Sierra Vista was a significant lack of trees compared to the other two sites. However, volunteers also noted that both the Sierra Vista Housing Authority and Delta Health Care facilities have planted trees on their property.

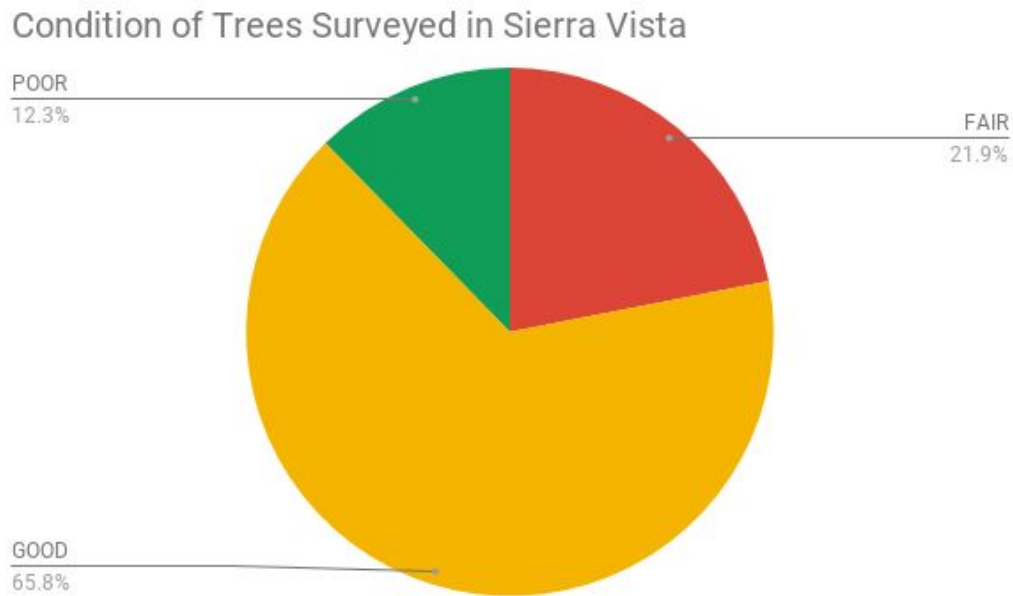


Figure 4.6- Condition of Trees in Sierra Vista, 2019.

Benefits Loss

Hivemapper

Figure 4.7 depicts the 2D map available on Hivemapper's website. Sections highlighted in purple indicate areas captured in drone footage on March 14, 2019. Figure 4.8 is an example of the 3D map generated from the collected footage. Users can also select a point on the 3D map to view video footage from multiple angles of an area of interest. Hivemapper's software detected changes between previously collected LiDAR data and the drone footage; see Figure 4.9 for an example. Hivemapper's work also provided a wealth of high resolution video imagery of Stockton. To view the complete 3D map, drone footage, and change detection, visit this website: <https://bit.ly/2XNAe82>.

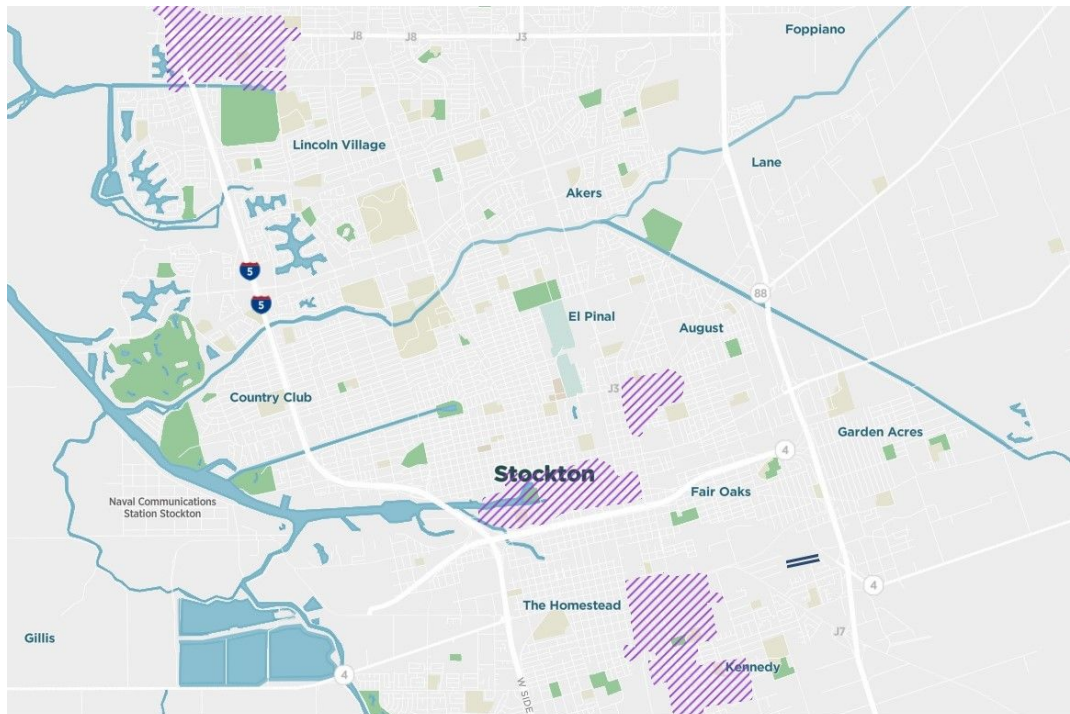


Figure 4.7- 2D map depicting the areas drone footage was captured by Hivemapper.

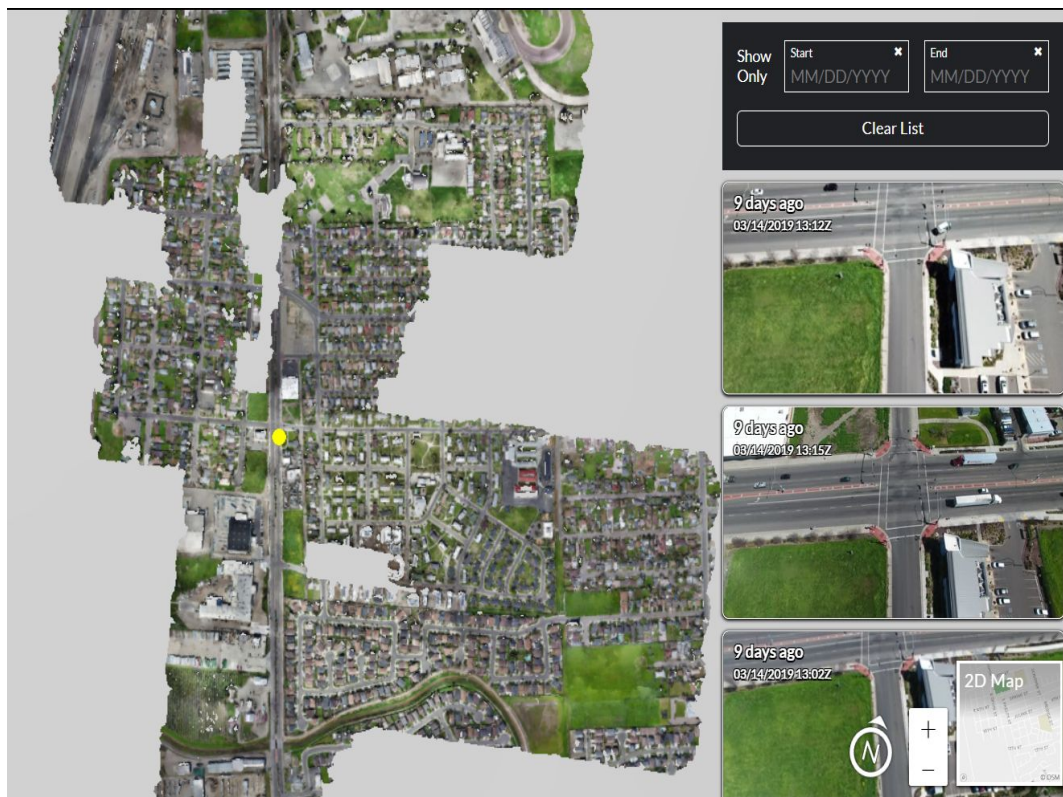


Figure 4.8- 3D map generated from drone footage. Images on the right are video footage of the yellow point selected on the 3D map.

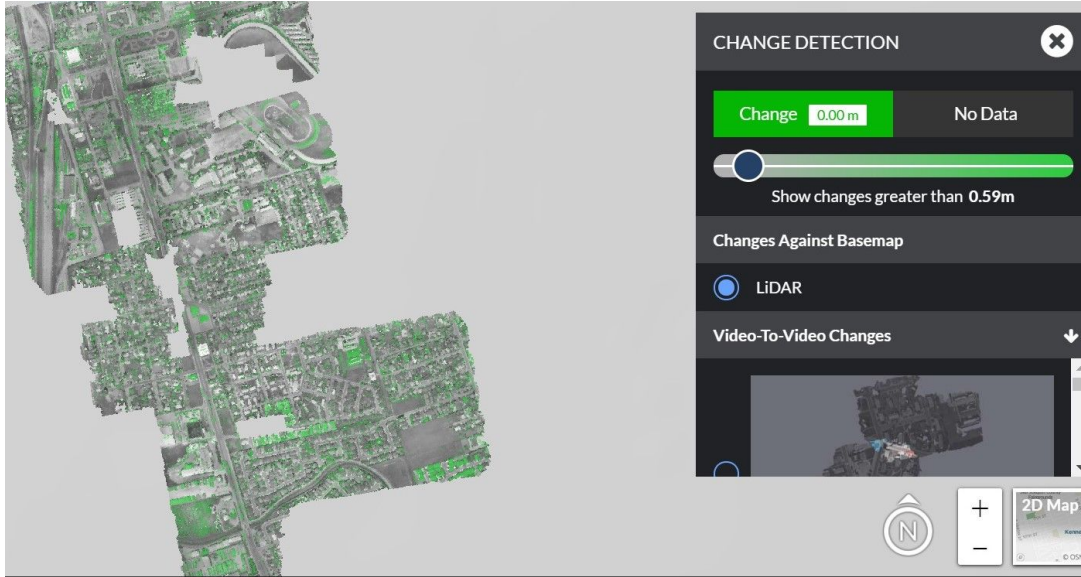


Figure 4.9- Screenshot of Hivemapper website with change detection turned on. Sections highlighted in green indicate where change has occurred.

5.0 Limitations

While the imagery provided by Hivemapper is compelling, there are a few limiting factors with regard to change detection. Unfortunately, for reasons unknown, the LiDAR data is undated. Therefore, we cannot draw conclusions about the time frame of the changes that have occurred between when LiDAR data was collected and drone footage was taken. Furthermore, by Hivemapper's own admission, it is difficult to measure tree branches without leaves, especially against LiDAR data.

Although volunteers were motivated and willing to learn, the quality of the data collected by fieldworkers would likely be improved by more extended training. There was significant confusion around how to identify tree species, how to differentiate between street trees and non-street trees, and how to evaluate tree health. As mentioned above, fieldworkers were asked to record any trees that have been planted since the 2011 tree census. However, it became clear that many of the trees recorded as newly planted were in fact trees not included in the previous census because they are not considered street trees. Regarding the health assessment, certain volunteers recorded every tree as being in Good condition. Although this is possible, it is likely a result of a lack of familiarity with common indicators of Poor or Fair health in trees. In the future, visual aids in addition to the text-based guide would likely alleviate this misunderstanding. Another issue was missing or incorrectly recorded data, although this seemed to improve over the three sessions. On the first day of fieldwork, about 20% of the trees volunteers were asked to survey were not reported correctly. However, this issue was far less significant at the other two sites.

6.0 Future Work

Incontrovertibly, a current and accurate tree inventory is necessary for proper urban forestry management. In light of the financial issues facing the City of Stockton over the past decade or so, we believe a public-private collaboration is a viable solution to increasing investment in Stockton's tree canopy. Despite the issues encountered in this volunteer tree census, we believe with the proper training, it is possible to complete a full tree inventory with volunteer fieldworkers. Cities such as San Francisco and New York City have already done so with great success. These programs also encourage forestry stewardship from volunteers, nonprofits, and local businesses in the form of watering, weeding, mulching, etc. The outreach and education conducted by Rise Stockton and its partners is already laying the groundwork to build a community coalition to begin reinvesting in Stockton's urban tree canopy among other environmental equity projects.

The presence of recently planted trees in Fremont and Sierra Vista indicate a desire for more trees in these neighborhoods. Furthermore, it indicates a willingness by both private homeowners and public agencies to care for and manage some trees on their own. In areas like the Sierra Vista site with very low tree density, energy should be focused on strategies to plant more trees. In addition to city-sponsored plantings, other agencies, businesses, and property owners should be counselled on the many benefits of trees and encouraged to follow in the footsteps of groups like the Sierra Vista Housing Authority. In areas like the Fremont site which have quite a few trees, the focus should be on improving management. Studies show that in addition to the ecological benefits trees provide, trees can improve public safety, lower rates of crime, and improve property values, but only when they are well-maintained.

7.0 Conclusion

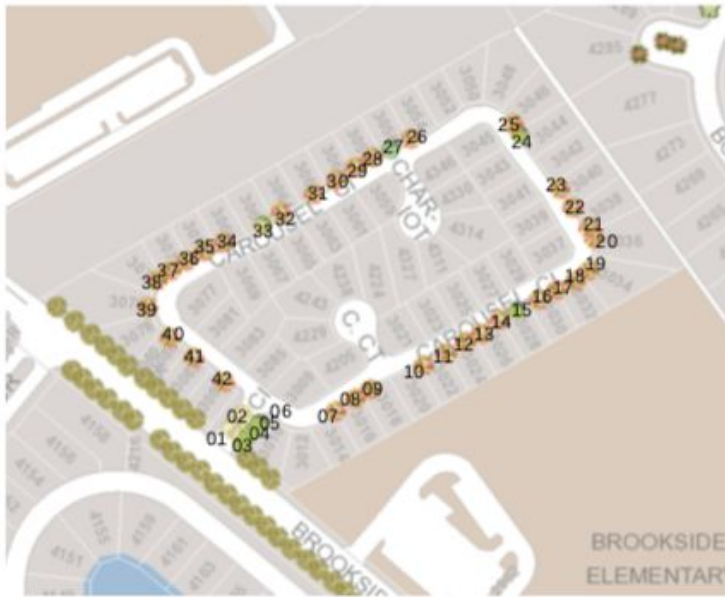
The primary intent of the 2019 Stockton Tree Census was to document and compare the state of street trees in three neighborhoods of Stockton. In addition to a better understanding of the tree canopy in these three sites, one of the most valuable aspects of the census was the opportunity to engage the community in the fieldwork. Volunteers were able to learn more about different species of trees and indicators of tree health. They also got a chance to gain a new perspective on Stockton's collective built green environment. Increased public-private investment in Stockton's trees can not only rectify the deficit in ecological benefits in disadvantaged communities but provide enriching experiences for community members given the opportunity to participate in forestry projects.

8.0 Acknowledgements

We would like to thank Aaron Jiang, Julie Fukunaga, Rachel Galowich, and Tracy Li of the Stanford University team whose research was foundational to the creation of this report; the many volunteers who participated in collecting tree data; and Amanda Ford of Rise Stockton and Jasmine Leek of Third City Coalition for their support.

Appendix 1: Brookside Tree Maps

CAROUSEL CIRCLE / CAROUSEL CT / CHARIOT CT



- 01 - Crape Myrtle
- 02 - Crape Myrtle
- 03 - Cherry spp.
- 04 - Cherry spp.
- 05 - Cherry spp.
- 06 - Flowering Crabapple
- 07 - Chinese Pistache
- 08 - Chinese Pistache
- 09 - Chinese Pistache
- 10 - Chinese Pistache
- 11 - Chinese Pistache
- 12 - Chinese Pistache
- 13 - Chinese Pistache
- 14 - Chinese Pistache
- 15 - White Birch
- 16 - Chinese Pistache
- 17 - Chinese Pistache
- 18 - Chinese Pistache
- 19 - Chinese Pistache
- 20 - Chinese Pistache
- 21 - Chinese Pistache
- 22 - Chinese Pistache
- 23 - Chinese Pistache
- 24 - Chitalpa
- 25 - Chinese Pistache
- 26 - Chinese Pistache
- 27 - American Sweetgum
- 28 - Chinese Pistache
- 29 - Chinese Pistache
- 30 - Chinese Pistache
- 31 - Chinese Pistache
- 32 - Chinese Pistache
- 33 - Ornamental Pear
- 34 - Chinese Pistache
- 35 - Chinese Pistache
- 36 - Chinese Pistache
- 37 - Chinese Pistache
- 38 - Chinese Pistache
- 39 - Chinese Pistache
- 40 - Chinese Pistache
- 41 - Chinese Pistache
- 42 - Chinese Pistache

BROOKSIDE ROAD
From Gleneagles Dr



All: London Plane Tree
Count: 53

BROOKSIDE ROAD

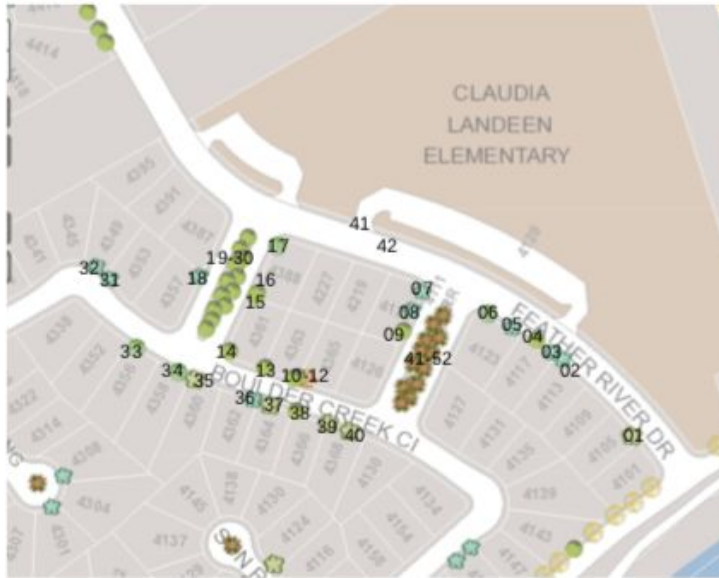
To Feather River Dr



- 01 - Crape Myrtle
- 02 - Crape Myrtle
- 03 - Crape Myrtle
- 04 - Crape Myrtle
- 05 - Crape Myrtle
- 06 - Interior Live Oak
- 07 - Crape Myrtle
- 08 - Crape Myrtle
- 09 - Crape Myrtle
- 10 - Coast Live Oak
- 11 - Coast Live Oak
- 12 - Crape Myrtle
- 13 - Crape Myrtle
- 14 - Coast Live Oak
- 15 - Crape Myrtle
- 16 - Coast Live Oak
- 17 - Crape Myrtle
- 18 - Crape Myrtle
- 19 - Coast Live Oak
- 20 - Coast Live Oak
- 21 - Coast Live Oak
- 22 - Coast Live Oak
- 23 - Coast Live Oak
- 24 - Crape Myrtle
- 25 - Crape Myrtle
- 26 - Crape Myrtle
- 27 - Crape Myrtle
- 28 - Interior Live Oak
- 29 - Crape Myrtle
- 30 - Interior Live Oak
- 31 - Crape Myrtle
- 32 - Crape Myrtle
- 33 - Interior Live Oak
- 34 - Crape Myrtle
- 35 - Crape Myrtle
- 36 - Crape Myrtle
- 37 - Crape Myrtle
- 38 - Crape Myrtle
- 39 - Crape Myrtle

FEATHER RIVER DR / BOULDER CREEK CIRCLE

From Brookside Rd to Boulder Creek Circle



- 01 - Raywood Ash
- 02 - Moraine Ash
- 03 - Moraine Ash
- 04 - Japanese Cherry
- 05 - Moraine Ash
- 06 - American Sweetgum
- 07 - Moraine Ash
- 08 - Moraine Ash
- 09 - Removed
- 10 - Chinese Pistache
- 11 - White Birch
- 12 - White Birch
- 13 - White Birch
- 14 - White Birch
- 15 - White Birch
- 16 - White Birch
- 17 - American Sweetgum
- 18 - Moraine Ash
- 19 - Coast Redwood
- 20 - Coast Redwood
- 21 - Coast Redwood
- 22 - Coast Redwood
- 23 - Coast Redwood
- 24 - Coast Redwood
- 25 - Coast Redwood
- 26 - Coast Redwood
- 27 - Coast Redwood
- 28 - Coast Redwood
- 29 - Coast Redwood
- 30 - Coast Redwood
- 31 - Moraine Ash
- 32 - Moraine Ash
- 33 - American Sweetgum
- 34 - American Sweetgum
- 35 - Raywood Ash
- 36 - Moraine Ash
- 37 - Raywood Ash
- 38 - White Birch
- 39 - Raywood Ash
- 40 - Raywood Ash
- 41 - Coast Redwood
- 42 - Coast Redwood
- 43 - Coast Redwood
- 44 - Coast Redwood
- 45 - Coast Redwood
- 46 - Coast Redwood
- 47 - Coast Redwood
- 48 - Coast Redwood
- 49 - Coast Redwood
- 50 - Coast Redwood
- 51 - Coast Redwood
- 52 - Coast Redwood

Appendix 2: Fremont Tree Maps

LAUREL STREET / WATTS AVENUE

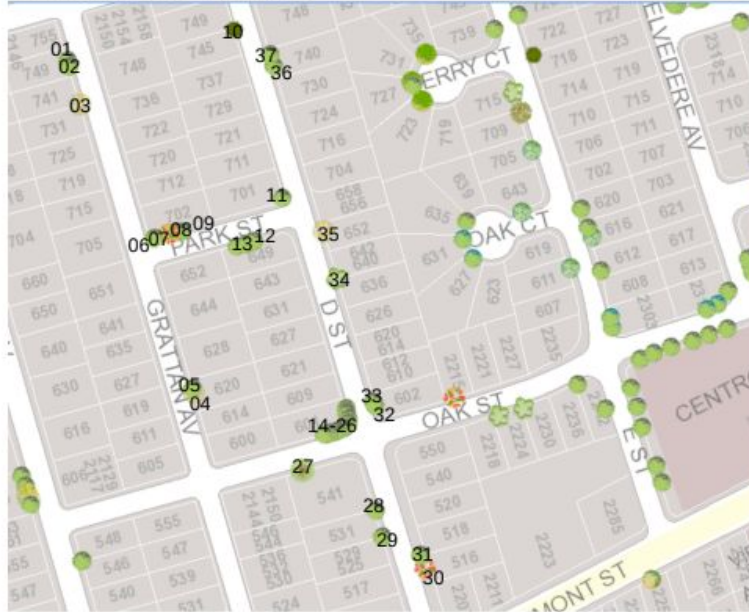
From Flora to Fremont



- 01 - Siberian Elm
- 02 - Chinese Pistache
- 03 - Chinese Pistache
- 04 - Crape Myrtle
- 05 - Chinese Pistache
- 06 - Coast Redwood
- 07 - Coast Redwood
- 08 - Crape Myrtle
- 09 - Chinese Pistache
- 10 - Chinese Pistache
- 11 - Valley Oak
- 12 - Camphor Tree
- 13 - Queen Palm
- 14 - Queen Palm
- 15 - Crape Myrtle
- 16 - Crape Myrtle
- 17 - Queen Palm
- 18 - Citrus
- 19 - Edible Loquat
- 20 - Glossy Privet

GRATTAN AVE / D STREET

From Flora to Fremont



- 01 - Pine spp.
- 02 - Juniper
- 03 - Crape Myrtle
- 04 - Crape Myrtle
- 05 - English Hawthorn
- 06 - Glossy Privet
- 07 - Chinese Pistache
- 08 - Glossy Privet
- 09 - Glossy Privet
- 10 - Italian Cypress
- 11 - Deodar Cedar
- 12 - Queen Palm
- 13 - Queen Palm
- 14 - Queen Palm
- 15 - Queen Palm
- 16 - Queen Palm
- 17 - Queen Palm
- 18 - Queen Palm
- 19 - Queen Palm
- 20 - Queen Palm
- 21 - Queen Palm
- 22 - Queen Palm
- 23 - Queen Palm
- 24 - Queen Palm
- 25 - Queen Palm
- 26 - Queen Palm
- 27 - Valley Oak
- 28 - Plum
- 29 - Avocado
- 30 - Chinese Pistache
- 31 - Incense Cedar
- 32 - Mexican Palo Verde
- 33 - Mexican Palo Verde
- 34 - Modesto Ash
- 35 - Crape Myrtle
- 36 - Incense Cedar
- 37 - Incense Cedar

E STREET / TERRY CT / OAK CT / BELVEDERE AVE

From Flora to Fremont



- 01 - Camphor Tree
- 02 - Camphor Tree
- 03 - Unknown
- 04 - Camphor Tree
- 05 - Modesto Ash
- 06 - London Plane Tree
- 07 - American Sweetgum
- 08 - American Sweetgum
- 09 - Silver Maple
- 10 - Evergreen Pear
- 11 - Evergreen Pear
- 12 - American Sweetgum
- 13 - Shamel Ash
- 14 - Shamel Ash
- 15 - Shamel Ash
- 16 - Shamel Ash
- 17 - Shamel Ash
- 18 - Shamel Ash
- 19 - Evergreen Pear
- 20 - Evergreen Pear
- 21 - Maple spp.
- 22 - American Sweetgum
- 23 - Silver Maple
- 24 - Italian Cypress
- 25 - Common Hackberry
- 26 - American Sweetgum
- 27 - Maple spp.

OAK ST

From D St to Filbert

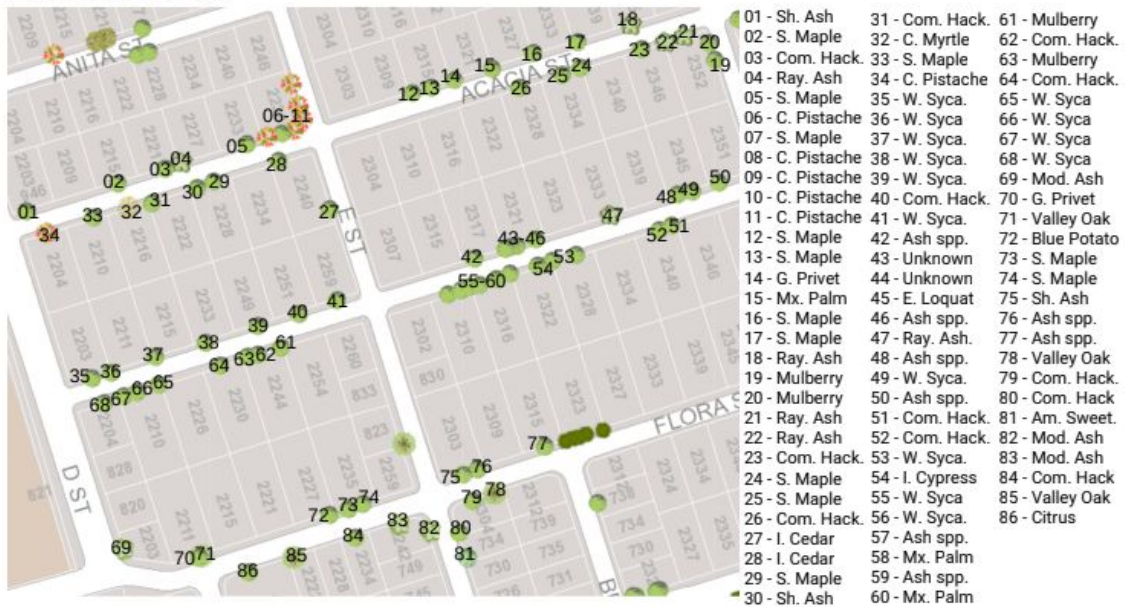


- 01 - Modesto Ash
- 02 - Modesto Ash
- 03 - Silver Maple
- 04 - Shamel Ash
- 05 - Shamel Ash
- 06 - Shamel Ash
- 07 - Shamel Ash
- 08 - Shamel Ash
- 09 - Shamel Ash
- 10 - Ash spp.
- 11 - Ash spp.
- 12 - Ash spp.
- 13 - Evergreen Pear
- 14 - Evergreen Pear
- 15 - Evergreen Pear
- 16 - Chinese Pistache
- 17 - Queen Palm
- 18 - Ornamental Pear
- 19 - Ornamental Pear
- 20 - Littleleaf Linden
- 21 - American Sweetgum
- 22 - Siberian Elm
- 23 - Queen Palm
- 24 - Queen Palm
- 25 - Peach
- 26 - Evergreen Pear
- 27 - Evergreen Pear
- 28 - Chinese Pistache

FLORA ST / PARK ST From Belvedere to Filbert



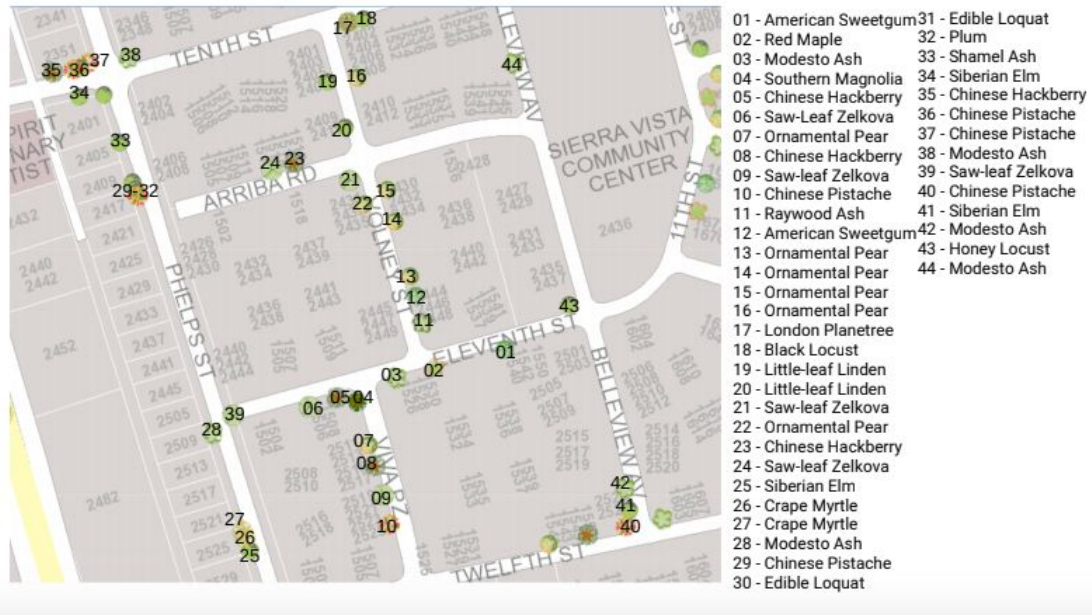
ACACIA ST / POPLAR ST / FLORA ST From D St to F St



Appendix 3: Sierra Vista Tree Maps

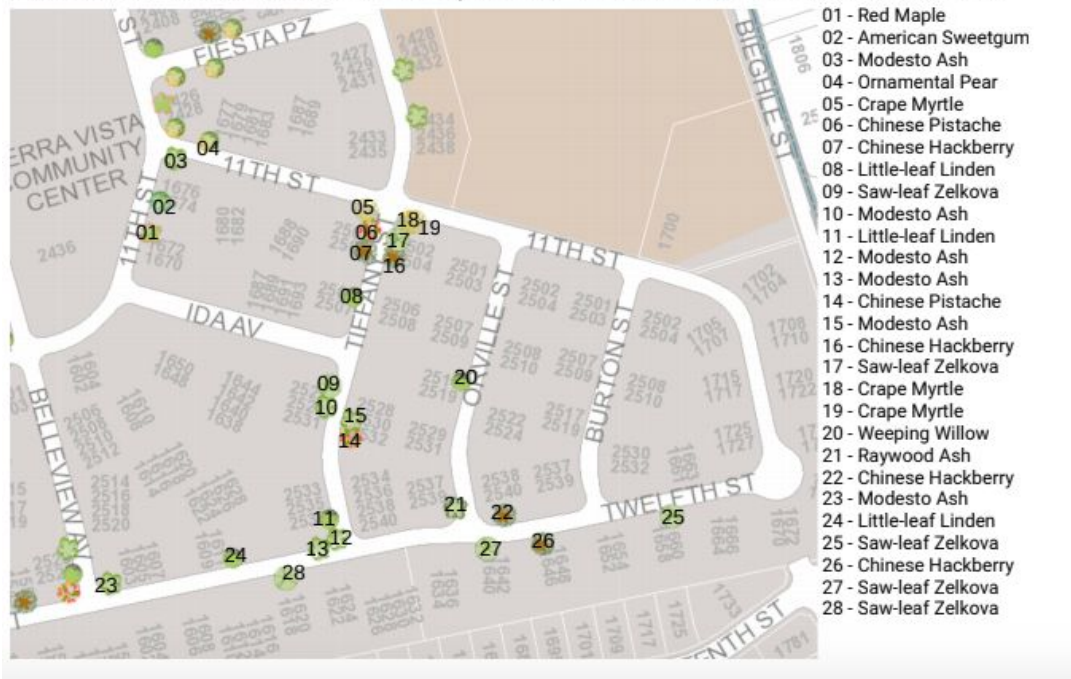
BELLEVUE AVE / PHELPS ST / ARRIBA RD / 11TH ST / VOLNEY ST / VIVA PZ

From Tenth St to Eleventh St



11TH ST / TIFFANY ST / ORVILLE ST / 12TH ST

East-West From Bellevue Ave / North-South From 11th St to 12th St



ANNE ST / FIESTA PZ / TIFFANY ST / 10TH ST

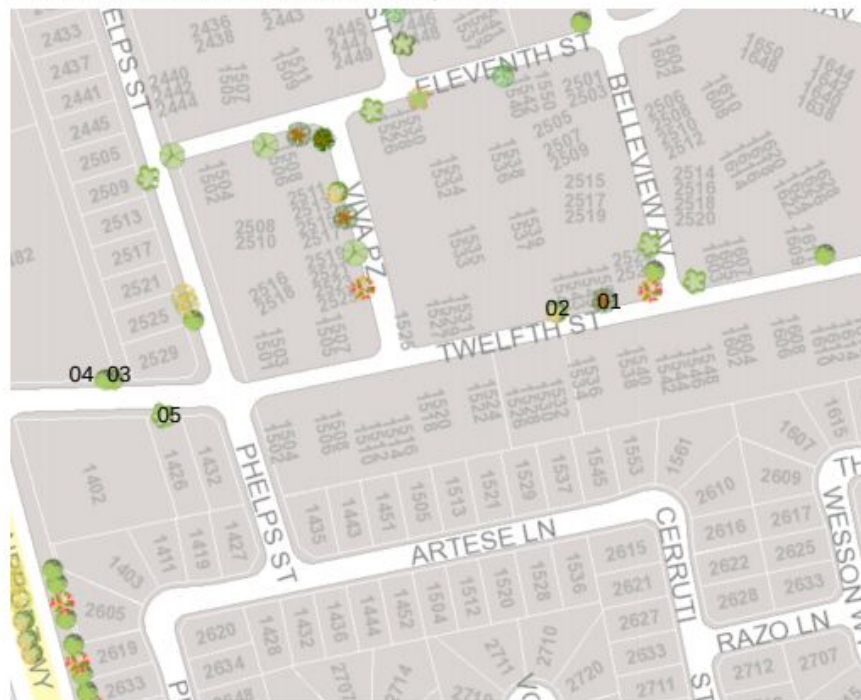
From Tenth St to Eleventh St



- 01 - Ornamental Pear
- 02 - Red Maple
- 03 - Red Oak
- 04 - Chinese Hackberry
- 05 - Ornamental Pear
- 06 - Ornamental Pear
- 07 - Ornamental Pear
- 08 - Modesto Ash
- 09 - Modesto Ash
- 10 - Modesto Ash
- 11 - Scarlet Oak
- 12 - Black Locust

12TH ST

From Bellevue Ave to Phelps St



- 01 - Chinese Hackberry
- 02 - Ornamental Pear
- 03 - Tree-Of-Heaven
- 04 - Tree-Of-Heaven
- 05 - Modesto Ash

Appendix 4: Tree Health Assessment Guide

A FIVE-STEP GUIDE TO
TREE HEALTH ASSESSMENT

**Step 1: Check the Roots**

- Are there soft spots or visible signs of decay?
- Look where the roots meet the trunk. Is bark missing, falling off, or broken?

**Step 2: Check the Trunk**

- Are there any large holes or cracks in the trunk?
- Is the bark peeling or falling off?

**Step 3: Check the Branches**

- Are there any dead or broken branches?
- Are there any branches with no bark or no signs of new leaf or bud growth?

**Step 4: Check the Leaves**

- Are the leaves and stems wilting?
- Are the leaves the proper color, shape, and size?

**Step 5: Check for Insects or Disease**

- Are there visible insects on the tree? Holes in the bark, branches, or leaves?
- Are there growths on the branches? A lack of fruit or flowers?

IF YOU ANSWERED YES TO ANY OF THESE QUESTIONS,
 CHECK WITH AN ARBORIST FOR NEXT STEPS.

Appendix 5: Stockton Street Tree Identification Guide



Stockton Street Tree Identification Guide



MOST COMMON STOCKTON STREET TREES

Chinese Pistache 8-10"	Crape Myrtle 2-4"	London Planetree 5-10"	Chinese Hackberry 2-5"	Ornamental Pear 1.5-3"
American Sweetgum 3-7"	Southern Magnolia 5-10"	Modesto Ash 4-10"	Saw-Leaf Zelkova 1-2"	Coast Redwood 1/2"

BROADLEAF TREES


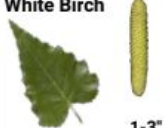














ARRANGEMENT		STRUCTURE		MARGINS		
OPPOSITE	ALTERNATE	SIMPLE	COMPOUND	ENTIRE	TOOTHED	LOBED

SIMPLE - OPPOSITE













LOBED			ENTIRE		
Silver Maple silver underside 3-6"	Japanese Maple 1.5-5"	Red Maple whitish, hairy underside 2-4"	Empress Tree sometimes lobed 6-16"	Glossy Privet fragrant white flowers 2.5-7"	Western Catalpa 8-12"

SIMPLE - ALTERNATE

LOBED		TOOTHED			
Valley Oak 2-4"	English Hawthorn thorny branches 1-2.5"	Western Sycamore 6-12"	Edible Fig 5-10"	Tuliptree 5-6"	Scarlet Oak 3-6"
Red Oak shiny ridges in bark 5-10"	Littleleaf Linden 1-3"	Japanese Flowering Cherry 2-5"	White Birch white, papery bark 1-3"	Purple-Leaf Plum 1.5-2.5"	Siberian Elm 1-3"

TOOTHED					
Mulberry spp.  sometimes lobed, irregular 1-3"	Japanese White Birch  1-3"	Edible Loquat  leathery, brown underside 4-10"	Common Hackberry  deep ridges in bark 2-5"	European Plum  2-4"	Evergreen Pear  deep ridges in bark 3-4"
Interior Live Oak  sometimes entire 1-2"	Mayten Tree  1-2"	Weeping Willow  ground-sweeping branches 1.5-6"	Hybrid Elm  2-4"	Coast Live Oak  1-3"	
ENTIRE					
Camphor Tree  closely arranged leaves 2-4"	Weeping Bottlebrush  1-5"	Citrus  flowers often fragrant 2-4"	Avocado  4-8"	Spanish Dagger  12-20"	

COMPOUND

OPPOSITE - TOOTHED		OPPOSITE - ENTIRE		ALTERNATE - ENTIRE	
Shamel Ash  8-12"	Flame Tree  15"	Raywood Ash  fruitless 4-8"	Black Locust  thorny 6-14"	Tree-Of-Heaven  1-4'	Honey Locust  thorny trunk and branches
ALTERNATE - ENTIRE		PALMS			
English Walnut  10-16"	Mexican Palo Verde 	Mexican Fan Palm 	California Fan Palm 	Queen Palm 	Canary Island Palm 

CONIFERS







Juniper  scale-y leaves or needles <1"	Incense Cedar  upright branching <1"	Italian Cypress  very narrow, upright form <1"	Deodar Cedar  1-2"	Aleppo Pine  2.5-5"	Scotch Pine  1-2"
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Photo credit: Leafsnap and SelecTree

Appendix 6: Census Data Sheet

STREET:		Stockton Street Tree Census					
BEGIN CROSS STREET:							
END CROSS STREET:							
ADDRESS #s: ODD / EVEN							
Map #	Tree Species	Condition (Good, Fair, Poor)	check if yes				if new, house #
			Dead?	Stump?	Removed?	New ?	

Appendix 7: Trees Surveyed by Species

Species Common Name	Number of Trees Surveyed			
	Fremont	Brookside	Sierra Vista	Total
ash spp.	12	0	0	12
ash, modesto	12	0	15	27
ash, moraine	0	12	0	12
ash, raywood	5	8	2	15
ash, shamel	16	1	1	18
avocado spp.	2	0	0	2
birch, white	2	8	0	10
Blue Potato Bush	1	0	0	1
camphor tree	5	0	0	5
catalpa, western	4	0	0	4
cedar, deodar	2	0	0	2
cedar, incense	8	0	0	8
cherry, Japanese flowering	0	1	0	1
cherry, spp.	0	4	0	4
chitalpa	0	1	0	1
citrus	3	0	0	3
crabapple, flowering	0	1	0	1
crape myrtle	12	28	5	45
cypress, Italian	13	0	0	13
elm, hybrid	3	0	0	3
elm, Siberian	1	0	3	4
fig, edible	0	1	0	1
hackberry, Chinese	0	0	10	10
hackberry, common	19	0	0	19
hawthorn, English	1	0	0	1
juniper	1	0	0	1
linden, little-leaf	3	0	5	8
locust, black	0	0	2	2
locust, honey	0	0	1	1

London plane tree	2	58	1	61
loquat, edible	3	0	2	5
magnolia, southern	2	0	1	3
maple, Japanese	1	0	0	1
maple, red	0	0	3	3
maple, silver	16	1	0	17
maple, spp.	3	0	0	3
mulberry, spp.	4	0	0	4
oak, coast live	0	9	0	9
oak, interior live	0	4	0	4
oak, red	0	0	1	1
oak, scarlet	0	0	1	1
oak, valley	6	0	0	6
Other spp.	3	0	0	3
palm, Mexican fan	5	0	0	5
palm, Queen	31	0	0	31
palo, Mexican verde	4	0	0	4
pear, evergreen	9	0	0	9
pear, ornamental	2	1	14	17
pine, aleppo	1	0	0	1
pine, spp.	1	0	0	1
pistache, Chinese	27	35	7	69
plum	2	0	1	3
plum, purple-leaf	1	0	0	1
privet, glossy	7	0	0	7
redwood, coast	2	24	0	26
sweetgum, American	8	12	3	23
sycamore, western	14	0	0	14
tree-of-heaven	0	0	2	2
unknown	5	0	1	6
willow, weeping	0	0	1	1
zelkova, saw-leaf	1	0	10	11
Total	285	209	92	586

Appendix 8: List of Characteristics Measured for Site Selection

1. **Site-by-site analysis:** This is a summary of all the categories of interest identified by Puentes and/or us from the various data sources, detailed in the final report. We
2. **Tree count per capita (low->high):** This is a summary of the 2011 Stockton Tree Census data at the block site level for each of the sites we examined. We calculated this using the 2011 Stockton Tree Counts divided by census estimates of population.
3. **Baseline tree benefits (low->high):** This is a calculation of the 2011 Stockton Tree Census using i-Tree Eco v6. Based on the tree species and various characteristics of each of the trees, we were able to calculate each site's total economic "benefits".
4. **Missing tree count benefit loss (high -> low)**
5. **Highest total yearly visits (commercial):** This data set is created from SafeGraph's places of interests, with yearly visits and visitors to commercial properties in 2018. We pulled together a list of all the places of interest in Stockton and aggregated the monthly visit counts to get a yearly visit count for different commercial establishments across the city, which we then compiled into a block score.
6. **Total land cover benefit/person (low-> high):** This is an estimate of the total amount of economic benefit from trees estimated through i-Tree Landscape equations relating land cover to environmental and economic benefit.
7. **Pollution burden (high->low):** This is the CalEnviroScreen 3.0 calculation for pollution burden by census tract.
8. **Median income (low->high):** Pulled from the Census, this is the calculation of median income by block group.
9. **Percent population in poverty (high->low):** Pulled from the Census, this is the calculation of percentage of the population living at or below the poverty line.
10. **Vacancy rate (high-> low):** Pulled from the Census, this is the vacancy rate of each block group.
11. **Health Benefits due to trees (low->high):** Calculated using i-Tree Landscape (with tools from EPA BenMap-CE), these are benefits corresponding with the positive air pollution reduction from trees.

APPENDIX D: TCC PLANNING GRANT OUTREACH PLAN



TCC PLANNING GRANT

COMMUNITY ENGAGEMENT BEST PRACTICES AND LESSONS LEARNED

OVERVIEW/SUMMARY

METHODS

Through individual interviews with Rise Stockton partners and residents, we established a list of best practices, lessons learned, and opportunities for growth for future projects. Rise Stockton evaluated the TCC Planning Grant outreach methods and determined what worked, what didn't, and opportunities for future engagement.

BEST PRACTICES

Best Practices are identified as the outreach methods that worked well for the Rise Stockton partners and residents and achieved results for the project goals.

1. Trust building work prior to deliverables.
 - a. Create a culture of respect and consent. It is recommended that all outreach be conducted with community members and organizations that represent them, ensuring they are consulted in decision-making and planning processes,
 - b. When approaching people listen to what they need and work to create mutually beneficial outcomes,
 - c. Move at the speed of trust, community outreach should not be transactional
 - i. Invest in a relational basis, Remember names, what people are about
 - d. Do not replicate the historical approach of entities who gather data + research and never return.
2. Draw on existing networks (of community stakeholders, residents or partners).
 - a. Use community centers, faith-based partnerships, and schools as a resource.
 - b. Share capacity with other partners.
 - c. Outreach to residents who are community leaders.
 - d. Build on existing skills, make sure that residents know that they can be leaders (have a seat at the table) and if they have the interest and the time, anyone can be an organizer.
 - e. Attend community meetings and cultural events as a participant. Listen to what issues they discuss and how they talk about them.

LESSONS LEARNED

Lessons Learned are identified as methods that should be included in future outreach methods and engagement efforts.

1. Need to build capacity and invest in community engagement for sustained work.
 - a. Partners recommend that the City create an Office of Sustainability and hire a full-time climate change/sustainability expert who has deep ties to the community.
2. Ensure coordination among partners to execute engagement and reach targeted populations.
3. Continually address questions posed by Greenlining Institute:
 - i. How will coordination and communication be carried out?
 - ii. How will transparency be ensured?
 - iii. How will you share decision-making?
 - iv. How will accountability be ensured?
4. To reach community members that are less likely to participate in government processes because of structural barriers, the City needs to go to the community. If the City expects the community to always come to them, the people with the least amount of barriers will continue to participate.
 - a. Connect services and incentives to important needs of the community
5. Expand the Climate Leadership Forum. The Climate Leadership Forum sessions were instrumental in engaging, educating, and inspiring residents to be more sustainable in their communities. Partners were given spaces to connect with residents and stakeholders in innovative ways. Climate Leaders help grow the capacity of Rise Stockton and partnering organizations to reach more residents and build trust within the TCC planning area.
 - a. Make sure that funding is incorporated in order to make engagement sustainable.
6. Invest in Environmental and Sustainability education in city programming, schools and institutions. Education is foundational to community engagement. Residents and stakeholders must have an understanding of what sustainability is to fully grasp the importance of the work being done at the neighborhood and city level.
7. Funding allocation is critical so the focus should be on the most essential initiatives.
 - a. Prioritize outreach, green economy opportunities, resident-based community feedback sessions, and training.
8. Invest in a diverse and widespread marketing strategy, build momentum around the Rise Stockton brand and a well-defined call to action.
9. Enhanced trust-building through direct contact and in-hand surveys reach more people and provide better opportunities for trust-building that internet surveys do.

OPPORTUNITIES

Opportunities are identified as recommendations for equitable governance, communications, community relations strategies.

1. Program Uptake/Communications Strategy. For engagement to be equitable, the paradigm must shift to measure who participated, in addition to how many people.
 - a. Developing a baseline of who is currently participating in government processes is critical towards creating equitable engagement plans.
2. Accountability to the community with sustained engagement in decision-making.
 - a. Establish accountability groups consisting of underrepresented groups. When the City creates steering committees or other groups intended to represent resident needs, there must be intentional efforts to ensure historically underrepresented groups are actively participating. Do not just bring community members in at the end, do not go long stretches without updating the community.
3. Ensure that those who are engaged in the beginning, stay engaged throughout and have decision-making opportunities/are decision-makers in the implementation process
4. Incentive Building. Build incentives for engagement for each strategy that reduce barriers to participate.
 - a. Many residents in low-income communities and communities of color are from working families with busy schedules and childcare constraints. Meetings should be held in evenings and on weekends; and, whenever possible, provide childcare, meals, and transit passes.
5. Race and History Matters. Understand previous government impacts.
 - a. Stockton should acknowledge its historical practices of redlining and segregation. Policies from past governments have contributed to high levels of poverty and disenfranchisement that continue to impact many of Stockton's high-risk neighborhoods.
 - b. Develop awareness of the racial and economic disparities in Stockton and why those disparities exist (informed by experienced community leaders and organizations).
 - c. When attending community meetings and cultural events, enter with a sense of humility and awareness of potential power dynamics due to race, ethnic, citizenship, class, or gender differences.
 - d. Center race in any equitable engagement. Intentional efforts centered on race are critical to repairing the trust necessary for true authentic engagement.
6. Translate materials and provide interpretation at community meetings.
 - a. When working with nonnative English speakers, these are critical elements to a successful engagement strategy that will both increase participation and help these communities feel more welcome into the planning process. Additionally, work with local leaders to identify trusted facilitators with experience working in the community.

