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To: Family and Human Services Committee, Contra Costa Board of Supervisors
From: Tracey Rattray, Director, Community Wellness and Prevention Program, Contra Costa Health Services
Julie Bueren, Director, Contra Costa County Public Works Department
John Kopchik, Director, Department of Conservation and Development
Re: Planning and Integration Team for Community Health (PITCH)
Date: July 13, 2015

Background

At the Board of Supervisors meeting on May 12, 2015, Health Services staff was directed to provide a report to the Board's Family and Human Services Committee (FHS) regarding the Planning and Integration Team for Community Health (PITCH). Health Services staff was also directed to provide a report to FHS on work involving Health in All Policies and the Built Environment Program's work with communities and cities. These issues are addressed in a separate report.

PITCH

On June 20, 2006, the Board of Supervisors received and unanimously accepted a presentation from Dr. Richard Jackson, former Public Health Officer for the State of California and author of "Urban Sprawl and Public Health: Designing, Planning and Building for Healthy Communities." Dr. Jackson's presentation reviewed the growing body of evidence that shows how the design and physical layout of a community (the built environment) and certain land use and transportation policies can directly or indirectly influence a wide range of public health concerns. Dr. Jackson described barriers to physical activity, including the absence of sidewalks, pedestrian and bicycle paths, and the distance between schools, parks, libraries and residential areas and how they contribute to increased risk for bicycle and pedestrian injuries as well as chronic diseases, such as heart disease, cancer, stroke and diabetes, due to lack of daily physical activity. Dr. Jackson also reviewed how certain land use policies, such as those promoting infill, compact, and mixed use development can in the long-term minimize vehicle miles traveled and promote physical activity, thereby reducing risks for asthma and chronic diseases.

After the presentation, the Board unanimously directed an Ad Hoc Committee on Smart Growth to reconvene to consider the County's approach to the built environment and asked staff from the Department of Conservation and Development (DCD), Public Works (PWD) and Health Services (CCHS) Departments to work together to develop preliminary recommendations and report back to the Ad Hoc Committee (2006 Board Order - Attachment 1).

Following this direction, DCD, PWD and CCHS began to meet regularly and formed the Planning and Integration Team for Community Health (PITCH) to develop recommendations and discuss opportunities for collaboration. On February 6, 2007, the Board unanimously accepted the report and recommendations



on the built environment and public health that had been prepared by PITCH and submitted to the Ad Hoc Committee on Smart Growth.

The Board then directed that the existing staff working group formally establish PITCH to align and integrate various ongoing planning, engineering, and public health initiatives throughout the County into a coordinated team approach across departmental lines, to focus on the other actions that were described in the recommendation section of the report to the Ad Hoc Committee, and to report progress made back to the Board.

The Board also acknowledged the impact of the built environment on public health and affirmed the Board's commitment to promoting public health principles in the land use planning and development process. (2007 Board Order with attachments– Attachment 2)

Since that time, PITCH has increased collaboration among County Departments and has been effective in raising awareness among staff from DCD, PWD and CCHS about how their work can align to promote health. PITCH has provided a forum for the three departments to work together on policies, programs and projects that have created environmental conditions that support community health.

The four main areas that PITCH has focused on are: complete streets policies, including standards for county roadways; planning policies that consider impacts on public health; planning for park and recreational facilities for the unincorporated area; and improving coordination and planning in the siting of schools. Specific efforts and outcomes in each of these areas have been described in reports to the Board of Supervisors in 2008, 2012 and 2013 and are summarized in this report. Lead partners are identified for some of the outcomes below, the others were PITCH projects involving all three agencies.

Complete Streets Policies and Standards for County Roadways

- Evaluated the County's Roadway Policies and Standards based on the "Complete Streets" approach, which recognizes that our roads serve bicycles, pedestrians and transit, as well as automobiles, and are an integral element in promoting the principles of a healthy community.
- Provided input to the effort by DCD on the County's Complete Streets amendment to the General Plan. Contra Costa's unincorporated area was the first jurisdiction in the county to implement this state law.
- Provided input to the effort by the Contra Costa City County Engineers Advisory Committee on issues of conflict between Complete Streets policies and fire code.
- Provided input to PWD on several complete street projects throughout the County to improve pedestrian and bicycle access and reduce injuries in our unincorporated communities, including Willow Pass Road, Bailey Road, the Bailey Road/SR 4 interchange and Pacifica Avenue in Bay Point, Parker Avenue in Rodeo, and Fred Jackson Way in North Richmond.
- Provided input to DCD and PWD on implementation of complete streets within development projects including Coggins Drive in Contra Costa Centre and the Dougherty Valley Trail
- DCD and CCHS partnered to host community workshops in Bay Point to educate residents about walkability, street design, and how built environment affects health.
- Activities on road standards led to a grant for technical assistance for a project in the City of Concord to develop community design for a complete street.

Planning Policies

- Provided input to DCD on the preparation of a North Richmond Specific Plan. CCHS gathered community input and provided comment on the administrative draft. The project ended when the redevelopment agencies were abolished by the state in 2012.
- PWD and CCHS collaborated closely with DCD in the development of the draft County's Climate Action Plan in the areas of transportation, land use and health. CCHS provided an extensive health co-benefit analysis and a chapter on public health.
- Monitored the One Bay Area Grant Program (OBAG)/Priority Development Area (PDA) process at the Metropolitan Transportation Commission (MTC) closely to determine consistency with adopted County policies. CCHS and DCD both gained seats on MTC's PDA working group and provided feedback for project scoring criteria.

Planning for Park and Recreational Facilities

- Provided input through DCD on East Bay Regional Park Districts' Master Plan.
- Provided input to the development of parklet standards that are going to be considered by the Board of Supervisors for adoption in September for use in unincorporated communities

Improving Coordination and Planning in the Siting of Schools

- Discussed how school siting and design can be improved to increase physical activity and decrease injuries. School siting is often done by school districts following State guidance without these health considerations or input by local jurisdictions. This led to legislative proposals developed through the Board of Supervisors' Transportation Water and Infrastructure Committee that were provided to state legislators for consideration. PITCH continues to follow school siting reform, and worked with Board of Supervisors to encourage changes at the state level. The Board of Supervisors also advocated for more flexibility and local control over the establishment of school zones.

Since the last report by PITCH to the Board of Supervisors in 2013, the team has continued to collaborate on projects and programs to ensure that health impacts are considered along with DCD and PWD priorities. These efforts include:

- Developing plans for San Pablo Dam Road and Appian Way in El Sobrante
- Improving pedestrian and bicycle access to schools in Alamo, Bay Point and unincorporated Walnut Creek
- Completion of construction of the San Pablo Dam Road walkability project, which included completing a sidewalk along San Pablo Dam Road through downtown El Sobrante as well as planting street trees.

Working through PITCH has continued to build awareness of health impacts of the built environment and has contributed to the success of projects in Contra Costa County communities.

Since PITCH was first established, there has been state legislation (Assembly Bill 32 and Senate Bill 375) and regional policies (MTC's OBAG) that require a transportation land use link, complete streets policies and consideration of climate impacts of planning and projects.

PITCH provides a forum for staff from DCD, PWD and CCHS to work together to develop recommendations to the Board of Supervisors on implementation of these state and local mandates. It is recommended that PITCH continue to collaborate to ensure that health impacts of proposed policies, programs and projects are considered and to report to the Board annually on its accomplishments.

Attachment 1

Board Order June 20, 2006

Subject: Built Environment

TO: BOARD OF SUPERVISORS
FROM: Mark DeSaulnier
DATE: June 20, 2006
SUBJECT: Built Environment



Contra
Costa
County

SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

(1) **RECOMMENDATION:** Receive and accept presentation from Dr. Richard Jackson, former Public Health Officer for the State of California and author of "Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy Communities".

(2) **RECOMMENDATION:** Direct the Ad Hoc Committee on Smart Growth to reconvene to consider the County's approach to the "built environment". Ask staff from the Community Development, Public Works, and Health Services Departments to participate to give input into the scope and substance of this effort.

(3) **RECOMMENDATION:** Direct the Ad Hoc Committee on Smart Growth to convene within 30 days from today. Ask the Community Development, Public Works, and Health Services Departments to work together to develop preliminary recommendations and report back to the Ad Hoc Committee on Smart Growth within 90 of the initial meeting.

FISCAL IMPACT: None to general fund.

CONTINUED ON ATTACHMENT: YES

SIGNATURE: _____

RECOMMENDATION OF COUNTY ADMINISTRATOR RECOMMENDATION OF BOARD COMMITTEE

APPROVE OTHER

SIGNATURE(S): _____

ACTION OF BOARD ON 6/20/2006

APPROVED AS RECOMMENDED ☒ OTHER ☒

VOTE OF SUPERVISORS

☒ UNANIMOUS (ABSENT none)
AYES: _____ NOES: _____
ABSENT: _____ ABSTAIN: _____

I HEREBY CERTIFY THAT THIS IS A TRUE
AND CORRECT COPY OF AN ACTION TAKEN
AND ENTERED ON THE MINUTES OF THE BOARD
OF SUPERVISORS ON THE DATE SHOWN.

ATTESTED June 20, 2006
JOHN CULLEN, CLERK OF THE BOARD OF
SUPERVISORS AND COUNTY ADMINISTRATOR

Contact:
cc: BOS
CAO

BY [Signature], DEPUTY

A University of Maryland research project looked at the health of 200,000 individuals living in US metropolitan areas. The researchers compared the degree of lower-density development (in which homes are relatively far from shops, restaurants and other destinations) to the health problems of the people living there. They found that as the degree of density decreased, the chances that residents would be obese or have high blood pressure also increased.

Changes to our built environment can help reverse such trends. Improving streets for pedestrian and cyclist safety and increasing access to open space and recreation facilities can create more everyday opportunities for physical activity. Adopting local transportation and land use policies that promote the establishment of grocery stores and farmers' markets in more neighborhoods and that promote ease-of-use for bicycling and walking to reach such destinations are others.

Financial and staff resources for new initiatives are always an issue. The county's Community Development, Public Works, and Health Services are already working on related issues with small amounts of federal, state, and local funding. Projects that may emerge from this partnership could be eligible for funding through the Metropolitan Transportation Commission's (MTC's) Transportation for Livable Communities (TLC) program, Cal Trans, or MTC's Housing Incentive Program (HIP). If such grants were made to the County, this could position the County to receive other monies in turn.

Contra Costa is a growing, dynamic county of over one million people. We have always placed an emphasis on public health and the quality of life in our communities. To meet the challenges of future growth, our Departments must continue to work together to ensure a comprehensive approach to planning in our communities.

Attachment 2

Board Order February 6, 2007

Subject: Report and Recommendations on the Built Environment and
Public Health

TO: BOARD OF SUPERVISORS

FROM: AD HOC COMMITTEE ON SMART GROWTH
SUPERVISOR JOHN GIOIA
SUPERVISOR FEDERAL GLOVER



Contra
Costa
County

DATE: FEBRUARY 6, 2007

SUBJECT: REPORT AND RECOMMENDATIONS ON THE BUILT ENVIRONMENT AND PUBLIC HEALTH

D-3

SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

RECOMMENDATIONS

1. ACCEPT the report and recommendations on the Built Environment and Public Health prepared by an interdepartmental staff working group from Community Development, Health Services, and Public Works and submitted to the Ad Hoc Committee on Smart Growth.
2. ACKNOWLEDGE the impact of the built environment on public health.
3. AFFIRM the Board's commitment to promoting the public health principles in the land use planning and development process.

CONTINUED ON ATTACHMENT: X YES

SIGNATURE

Supervisor John Gioia

Supervisor Federal Glover

RECOMMENDATION OF COUNTY ADMINISTRATOR RECOMMENDATION OF BOARD COMMITTEE
APPROVE OTHER

SIGNATURE(S):

ACTION OF BOARD ON 02/06/07 APPROVED AS RECOMMENDED X OTHER X

The Board amended the Recommendations to the Planning Integration Team for Community Health (PITCH) to include a direction to examine the impacts of existing roadway conditions on the quality of life.

VOTE OF SUPERVISORS

X UNANIMOUS (ABSENT _____)

AYES: _____ NOES: _____

ABSENT: _____ ABSTAIN: _____

I HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF AN ACTION TAKEN AND ENTERED ON THE MINUTES OF THE BOARD OF SUPERVISORS ON THE DATE SHOWN

Contact: P. Roche, CDD-AP (925) 335-1242

cc: CDD
CCC-Public Works Dept.
CCC-Health Services Dept.
CAO
County Counsel

ATTESTED 02/06/07
JOHN CULLEN, CLERK OF THE BOARD OF
SUPERVISORS AND COUNTY ADMINISTRATOR

BY
DEPUTY

RECOMMENDATIONS - continued

4. DIRECT that the staff working group from Community Development, Health Services, and Public Works departments formally establish an interdepartmental Planning Integration Team for Community Health (PITCH) to align and integrate various planning, engineering, and public health initiatives throughout the County into a coordinated team approach across departmental lines, and, as necessary, add staff from other County departments to the team.
5. DIRECT the Planning Integration Team for Community Health (PITCH) to pursue implementation of the recommended actions as described in the attached report on the built environment and public health, including:
 - a) Evaluate the County's Roadway Policies and Standards based on the "Complete Streets" approach, which recognizes that our roads serve more than just the automobile and are an integral element in promoting the principles of a healthy community;
 - b) Evaluate methods and measures to implement the General Plan policies that emphasize compact, infill, and mixed use development and consider impacts on public health;
 - c) Identify and develop policies and implementation measures relating to the principles of public health that could be incorporated into pending General Plan Amendment studies, and into potential revisions in the General Plan and the County Ordinance Code;
 - d) Integrate the principles of public health in the master planning of park and recreational facilities for the unincorporated area; and,
 - e) Improve coordination and planning with school districts in the siting of new schools and/or expansion of existing schools in the unincorporated area with the aim of promoting the principles of public health.
6. DIRECT the Planning Integration Team for Community Health (PITCH) to evaluate the feasibility of implementing a County "Healthy Community" Pilot Program to demonstrate the concepts and principles of creating healthier communities, which would be funded through outside grant sources, and to report back to the Board on program feasibility, specifically investigating the opportunities in receiving outside grant fund sources and any potential constraints in applying them toward a pilot program.
7. DIRECT the Planning Integration Team for Community Health (PITCH) to report to the Ad Hoc Committee on Smart Growth and the Board of Supervisors by July 31, 2007 on progress in implementing the recommendations described above.

FISCAL IMPACT

None to the General Fund. Implementation of some recommendations in this report can begin with currently available funds. For instance, the staff time and expenses for the respective departments involved in the formation of the Planning Integration Team for Community Health (PITCH) may be funded through departmental budgets or through specific grant funding sources. Other recommendations described above may require securing additional funding from other agencies, such as grant funding, or in certain circumstances where appropriate and legal, recovering County costs through development application fees and park dedication fees.

BACKGROUND / REASONS FOR RECOMMENDATION

The Board of Supervisors at the June 26, 2006 meeting received a presentation from Dr. Richard Jackson, former State of California Health Officer, on public health and the built environment. Dr. Jackson's presentation reviewed the growing body of evidence showing how the design and physical layout of a community (the built environment) and certain land use policies can directly or indirectly influence a wide range of public health concerns. Dr. Jackson described how the design and layout of a community can often create barriers to physical activity for various segments of the population and this may be contributing to increased risks for obesity, heart disease, diabetes, and other chronic diseases. These barriers in community design and physical layout may include the absence of sidewalks, pedestrian/bicycle paths, and the distance or access to a community's public facilities, such as schools, parks, libraries, etc., or the distance and access from a community's residential area to its commercial area. Dr. Jackson also reviewed how certain land use policies, such as those promoting infill, compact, and mixed use development, can actually promote improved public health. For example, there is evidence that policies emphasizing infill, compact, and mixed use development can in the long-term minimize vehicle miles traveled and reduce the length of trips by the automobile, and thereby improve air quality. The improvement to air quality in turn helps reduce incidences of respiratory diseases among the population (e.g. reduction in the asthma rate in children).

Recognizing these links between public health and the built environment, the Board at the June 20, 2006 meeting received a report from Supervisor Mark DeSaulnier that requested the Board's Ad Hoc Committee on Smart Growth reconvene to investigate how public health considerations could be incorporated into the County's approach toward planning and development of the built environment (see Attachment #1). At the June 26, 2006 meeting, the Board unanimously approved a request to the Community Development, Health Services, and Public Works departments to work with the Board's Ad Hoc Committee on Smart Growth to identify approaches that incorporate public health concerns in the County's land use planning process and in the development of the public infrastructure.

This report to the Board of Supervisors from the Ad Hoc Committee on Smart Growth is in response to the Board's June 20, 2006 directives concerning the built environment and public health. Attached for the Board's consideration is a report on the built environment and public health submitted to the Ad Hoc Committee on Smart Growth that was prepared by an interdepartmental staff working group comprised of Community Development, Health Services, and Public Works departments (see Attachment #2). The report from the interdepartmental working group provides an inventory of current policies and ongoing efforts related to the built environment and public health. The report also recommends actions aimed at more directly incorporating public health concerns in the County's land use planning process and in the development of the public infrastructure. The Ad Hoc Committee on Smart Growth has reviewed the report from the interdepartmental staff working group and is recommending the Board take the following actions:

- Acknowledge the impact of the built environment on public health and affirm the Board's commitment to promoting the public health principles in the County's land use planning process and in the development of the public infrastructure (e.g. roads, parks, schools, etc.).
- Direct that the existing staff working group from Community Development, Health Services, and Public Works departments formally establish an interdepartmental Planning Integration Team for Community Health (PITCH) to align and integrate various ongoing planning, engineering, and public health initiatives throughout the County into a coordinated team approach across departmental lines, and, as necessary, add staff from other County departments to the team.

BACKGROUND / REASONS FOR RECOMMENDATION -continued

- Direct that the newly formed PITCH (Planning Integration Team for Community Health) also focus on the other actions that are described in the recommendation section to this Board Report, and to report back progress to the Ad Hoc Committee on Smart Growth and the Board of Supervisors by July 31, 2007.

Attachments (2)

- Attachment 1: June 20, 2006 Board Order on the Built Environment from Supervisor Mark DeSaulnier
- Attachment 2: Report to the Ad Hoc Committee on Smart Growth from Contra Costa County Interdepartmental Working Group on the Built Environment and Public Health, dated November 29, 2006

**Attachment 1: June 20, 2006 Board Order on the Built
Environment from Supervisor Mark
DeSaulnier**

TO: BOARD OF SUPERVISORS
FROM: Mark DeSaulnier
DATE: June 20, 2006
SUBJECT: Built Environment



12.1
Contra
Costa
County

SPECIFIC REQUEST(S) OR RECOMMENDATION(S) & BACKGROUND AND JUSTIFICATION

(1) RECOMMENDATION: Receive and accept presentation from Dr. Richard Jackson, former Public Health Officer for the State of California and author of "Urban Sprawl and Public Health: Designing, Planning, and Building for Healthy Communities".

(2) RECOMMENDATION: Direct the Ad Hoc Committee on Smart Growth to reconvene to consider the County's approach to the "built environment". Ask staff from the Community Development, Public Works, and Health Services Departments to participate to give input into the scope and substance of this effort.

(3) RECOMMENDATION: Direct the Ad Hoc Committee on Smart Growth to convene within 30 days from today. Ask the Community Development, Public Works, and Health Services Departments to work together to develop preliminary recommendations and report back to the Ad Hoc Committee on Smart Growth within 90 of the initial meeting.

FISCAL IMPACT: None to general fund.

CONTINUED ON ATTACHMENT: YES

SIGNATURE: _____

RECOMMENDATION OF COUNTY ADMINISTRATOR RECOMMENDATION OF BOARD COMMITTEE
 APPROVE OTHER

SIGNATURE(S):

ACTION OF BOARD ON 6/20/2006 APPROVED AS RECOMMENDED ☒ OTHER ☒

VOTE OF SUPERVISORS

 X UNANIMOUS (ABSENT None)
AYES: NOES:
ABSENT: ABSTAIN:

I HEREBY CERTIFY THAT THIS IS A TRUE
AND CORRECT COPY OF AN ACTION TAKEN
AND ENTERED ON THE MINUTES OF THE BOARD
OF SUPERVISORS ON THE DATE SHOWN.

ATTESTED June 20, 2006
JOHN CULLEN, CLERK OF THE BOARD OF
SUPERVISORS AND COUNTY ADMINISTRATOR

Contact:
cc: BOS
CAO

BY Deane O'Neal DEPUTY

4.1 - 2

BACKGROUND: Aspects of the environment that are human modified – from our homes, schools, communities and workplaces, to our parks, industrial areas, roads and highways – are more frequently being referred to as the “built environment”. There is increasing evidence that this built environment affects our health in significant ways. Many modern health problems including obesity, heart disease and stroke, cancer, asthma, stress, and traffic related injuries are impacted by how and where we build our communities.

Modifications to the built environment that incorporate a focus on public health could ultimately help decrease these health problems and improve both physical and mental health, learning, quality of life, and the more efficient movement of people, goods and services through our transportation system.

Obesity in the United States is a rapidly growing epidemic. Almost 30 percent of children in California are obese, more than the national average of 24 percent. In Contra Costa, 31 percent of all 5th graders are overweight, or about 11,764 children in this age group throughout the county. The CDC estimates that if current trends continue, one out of four African American and Hispanic children will develop diabetes in their lifetime. (See attached Board Order on Child Obesity, presented to the Board of Supervisors on January 24, 2006 for additional information).

A new study by UCLA shows that the number of California teens who do not get regular physical activity is on the rise. The Health Policy Research Brief, a publication of the UCLA Center for Health Policy Research, also reports that one in four California adults does not walk at all for transportation or leisure in an average week – 6.8 million adults in all – and half walk less than one hour each week, or about nine minutes each day.

Dispersed, lower density development results in greater travel distances to jobs, schools, shopping and entertainment. Increased driving leads to poor air quality and higher rates of vehicle collisions and injuries. The United States has one of the highest per capita automobile-related fatality rates of developed countries. California's pedestrian fatality rate of 17 percent of all traffic fatalities is 6 percentage points higher than the national average. In 2003, the Surface Transportation Policy Project ranked Contra Costa 4th statewide in dangerous places for pedestrians. Latinos die more frequently than other Contra Costans from unintentional injuries such as these.

Physical activity can sharply reduce the incidence and severity of all chronic diseases and is strongly influenced by the built environment. Walking is a moderate-intensity physical activity that can provide significant health benefits, as can bicycling. Both of these forms of activity are inexpensive and could be available to most residents if the environment is built to foster these activities. A rapidly increasing body of literature supports the idea that modifications to the built environment – such as streets that better accommodate pedestrians and bicyclists – not only decrease injuries, but increase physical activity. Increased walking and bicycling will not only improve health and safety, but decrease use of vehicles; thereby reducing traffic and improving air quality.

Access to parks and other spaces where people can gather increases social cohesion, safety, and influences the level physical activity. More than one out of four California adolescents – over 825,000 – have no access to a safe park, playground or open space for physical activity.

2.1 - 3

A University of Maryland research project looked at the health of 200,000 individuals living in US metropolitan areas. The researchers compared the degree of lower-density development (in which homes are relatively far from shops, restaurants and other destinations) to the health problems of the people living there. They found that as the degree of density decreased, the chances that residents would be obese or have high blood pressure also increased.

Changes to our built environment can help reverse such trends. Improving streets for pedestrian and cyclist safety and increasing access to open space and recreation facilities can create more everyday opportunities for physical activity. Adopting local transportation and land use policies that promote the establishment of grocery stores and farmers' markets in more neighborhoods and that promote ease-of-use for bicycling and walking to reach such destinations are others.

Financial and staff resources for new initiatives are always an issue. The county's Community Development, Public Works, and Health Services are already working on related issues with small amounts of federal, state, and local funding. Projects that may emerge from this partnership could be eligible for funding through the Metropolitan Transportation Commission's (MTC's) Transportation for Livable Communities (TLC) program, Cal Trans, or MTC's Housing Incentive Program (HIP). If such grants were made to the County, this could position the County to receive other monies in turn.

Contra Costa is a growing, dynamic county of over one million people. We have always placed an emphasis on public health and the quality of life in our communities. To meet the challenges of future growth, our Departments must continue to work together to ensure a comprehensive approach to planning in our communities.

Attachment 2: Report to the Ad Hoc Committee on Smart Growth from Contra Costa County Interdepartmental Working Group on the Built Environment and Public Health, dated November 29, 2006

**Report to the Ad Hoc Committee on Smart Growth,
Contra Costa County Board of Supervisors**

**Contra Costa County
Interdepartmental Working Group
Built Environment and Public Health**

November 29, 2006

Prepared By

**Community Development Department
Health Services Department
Public Works Department**

BACKGROUND

Land use planning decisions and the design and physical layout of a community (the built environment) can directly and/or indirectly influence a wide range of public health concerns.

The relationship between public health and how the built environment is developed can be illustrated as follows:

- **Air Quality** – Documented incidences of respiratory diseases among segments of the Bay Area's population has been linked to poor air quality. Poor air quality in the Bay Area is directly tied to pollution emitted from automobiles and other motor vehicles. Urban sprawl promotes more vehicle miles traveled thus increasing auto emissions that contribute to poor air quality. Policies promoting infill, compact, and mixed use development can help to minimize vehicle miles traveled by reducing the number and length of trips by the automobile, and thereby improve air quality.
- **Water Quality** – Runoff from development is one of the leading sources for degradation of water quality in Contra Costa County and throughout the Bay Area. Wastewater generated from development also poses a serious threat to water quality. Contra Costa County has been an active partner with Federal, State and Regional agencies in monitoring and improving water quality. Besides adhering to regulations promulgated by State and Federal agencies, the General Plan provides policy direction focused on improving and maintaining water quality not only within the boundaries of Contra Costa County but also within the Bay region.
- **Traffic Safety** – Although walking and bicycling currently account for a small percentage of trips, they can be viable alternatives to driving an automobile if the facilities for the bicyclist and pedestrian are properly planned and integrated into

the built environment. Providing for safe accommodation of the pedestrian and bicyclist within the built environment is essential to promoting these as alternatives to the automobile.

- **Physical Activity** – Recent health studies suggest that the design and layout of communities (the built environment) often create barriers to physical activity for various segments of the population, and this may be contributing to increased risks for obesity, heart disease, diabetes, and other chronic diseases. These barriers may include the absence of sidewalks, pedestrian/bicycle paths, and distance or access to recreational facilities.
- **Hazardous Materials** – Due to Contra Costa County's legacy of industrial development, hazardous materials are transported, stored, manufactured, or disposed of in many communities throughout the County. As the awareness and understanding of the health risks associated with the hazardous materials has become better known, land use and environmental regulations have been enacted in the County over the years to separate incompatible uses (e.g. housing away from certain heavy industry) and to reduce the population's potential exposure to hazardous materials. As with concerns about water and air quality, Contra Costa County has been an active partner with Federal, State and Regional agencies in monitoring hazardous materials and reducing the population's potential exposure to hazardous materials.

The built environment in Contra Costa County is shaped and influenced by many factors:

- Individual decisions about land use and the public infrastructure made by the County and the nineteen municipalities within the County, and the decisions made by single purpose agencies or special districts;

- General Plan policies and zoning regulations or standards for the County and each of the nineteen municipalities within the County;
- Funding priorities and design standards for the public infrastructure (e.g. streets and highways), which are determined by numerous public agencies at the local, regional, state, and federal level;
- The local economy and the market forces (increasingly regional and global market forces) on the local economy.

The interdepartmental working group decided early in its review to limit its investigations to those factors with which the County had the most direct role or involvement. Since the General Plan is the highest policy document intended to shape the built environment by defining a community's vision and providing a roadmap for achieving this vision, the interdepartmental working group initially reviewed the Contra Costa County General Plan (2005-2020) to determine what policies or directives are contained in that plan which relate to the concepts or principles for developing a healthy built environment. This review determined that there are policies and implementation measures already provided in the plan addressing many community and environmental health concerns. An inventory of the relevant General Plan policies is attached to this report as Exhibit "A".

The initial review by the interdepartmental working group also covered matters pertaining to roadway design standards as administered by the Public Works Department and typical conditions of approval used by the Community Development Department for residential subdivisions. These are some of the mechanisms typically used to implement General Plan policies.

The interdepartmental working group then set about identifying where new or renewed or modified efforts should be directed in promoting and developing a healthier built environment. To guide this exercise the following general of principles were applied:

- One size does not fit all. Contra Costa is a diverse county both in terms of geography and demographics. This means that while broad principles may apply in common for many communities, the needs, interests, and practical considerations will be different for each community.
- Health issues also vary widely from community to community. Income level and other factors create significant health disparities between residents of different communities.
- Incentive approaches vs. regulation and rule-making are likely to be less divisive and more successful in encouraging unique and creative approaches. We want to make it easier to do the right thing.
- Community input is an important element in any interdisciplinary approach to creating vibrant and healthy communities. Being innovative and thorough in gathering community input will be key to success.
- A lot is already being done. The recommendations recognize and seek to extend or expand current efforts that promote the concepts or principles for developing a healthy built environment. See Exhibit "B" to this report for a current listing of County initiatives related to developing a health built environment.
- Sometimes competing policies and interests may be encountered when implementing a program related to the built environment (e.g. mixed use development and higher densities are associated with higher noise levels).

RECOMMENDATIONS

Contra Costa County has always placed an emphasis on the public health and quality of life for its residents. To meet the challenges of future growth within the County the interdepartmental working group recommends the following set of actions.

1. EVALUATE THE COUNTY'S ROADWAY POLICIES AND STANDARDS BASED ON THE "COMPLETE STREETS" APPROACH

"Complete Streets" is a transportation planning concept that balances the needs of all users in designing and constructing streets. This approach recognizes that the County's roadways serve more than just the automobile. The needs of all users, including pedestrians, bicyclists, disabled people, motorists, and emergency vehicles, must be considered in the design of roadways. "Complete Streets" must

also be developed in compliance with Americans with Disabilities Act (ADA) and Clean Water standards. The following are some tools that could be applied to finding the desired balance among all users and in adapting it to specific situations:

- a. Evaluate and update current Roadway Design Standards
 - b. Consider and adopt revised Level of Service Standards
 - c. Evaluate methods to improve neighborhood connectivity such as shift of streets back to grid system, pedestrian cut-through connections
 - d. Prioritize non-motorized travel and access to transit
 - e. Consider and apply a variety of traffic calming measures that are appropriate to the individual setting:
 - i. Wide sidewalks
 - ii. Barriers between vehicles and pedestrians
 - iii. Planting strips for pedestrian protection
 - iv. Bulb-outs to increase pedestrian visibility
 - v. Short crossing distances and long signal timing to provide safer crossing
 - vi. Well-marked cross walks
 - vii. Street trees to safely narrow field of vision and slow traffic
 - viii. Median Islands for pedestrian safety
 - ix. Roundabouts and traffic circles at intersection locations
 - x. Encourage narrower roadway widths under special design standards such as P-1 zoning districts
2. **CONTINUE GENERAL PLAN EMPHASIS ON COMPACT, INFILL AND MIXED USE DEVELOPMENT WHILE BALANCING PUBLIC HEALTH CONSIDERATIONS BASED ON CALIFORNIA AIR RESOURCES BOARD ADVISORY ON AIR QUALITY AND LAND USE**

As noted in Exhibit "A" to this report, General Plan policies already emphasize that urban development in the unincorporated areas should occur within the County's Urban Limit Line to discourage urban sprawl. The General Plan also gives priority to

compact, infill, and mixed use development. While urban sprawl will be discouraged under such policies, the interdepartmental working group acknowledges that there must also be consideration of potential health impacts when implementing these policies. For example, when considering the location of new residential projects near industrial facilities or transportation corridors the environmental review should consider the potential exposure to new residents from the health harming emissions generated from the nearby industrial facilities or transportation corridors. The California Air Resources Board has recently published an advisory set of guidelines for local jurisdictions to consider when evaluating the potential air quality impacts related to the siting of new sensitive land uses (e.g. new residential subdivision) near industrial facilities and transportation corridors, such as freeways or railroad yards (source: *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005, California Air Resources Board). This document describes new air pollution studies that have shown the association between respiratory disease and proximity to high traffic roadways, it highlights the potential health impacts associated with proximity to air pollution sources, and it recommends that planners explicitly consider this issue in the planning process. The interdepartmental working group believes that through careful evaluation, infill development, mixed use, higher density, transit oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level. The interdepartmental group recommends that the way to achieving this goal is through the measures, as identified in the handbook published by California Air Resources Board, which involve more direct communication and consultation between the planners in the Community Development Department and the air quality experts at the Bay Area Air Quality Management District and the public health and hazardous materials experts in the County's Health Services Department when reviewing applications to site sensitive land uses near industrial facilities or transportation corridors. Two immediate matters need attention in order to institute the approach recommended by the California Air Resources Board: 1) better definition in the methods or protocols for evaluating air quality impacts on sensitive land uses (e.g. determining air quality impacts from high traffic roadways

on a new residential subdivision); and 2) identification of a feasible range of measures to mitigate air quality impacts on the sensitive land uses, which are not the source of the impact. The Community Development Department will need the assistance and expertise of staff from both the Air District and Health Services Department in improving the methods for impact analysis and defining measures to mitigate impacts.

In addition to more explicitly evaluating the air quality impacts related to siting new sensitive land uses, the interdepartmental group also discussed the potential for applying a checklist or worksheet approach in reviewing land use proposals in relation to multiple policy concerns, including: Smart Growth, Public Health, Water Quality, Watershed Protection, etc. Attached for the Ad Hoc Committee's consideration under Exhibit "C" is a sample of a checklist developed by Tri-County Health Department in Colorado used by local health agencies to identify potential health impacts associated with new development. It might be possible to develop such a scoring checklist approach for evaluating the public health concerns (or in addition to other policy concerns) for land use proposals in the unincorporated area. However, no consensus was reached by the interdepartmental group on how and in what circumstances to apply the worksheet approach, not to mention what would be done with the results as the land use application proceeds through the hearing process. It may be possible to further explore the concept of a checklist approach if the Ad Hoc Committee is interested.

3. IMPROVE ACCESS TO COMMUNITY FACILITIES, GOODS, AND SERVICES

One of the most significant challenges facing certain communities in Contra Costa County, particularly low-income neighborhoods, is their poor access to vital public facilities, and essential goods and services. This is best illustrated by the greater distances that residents in low-income neighborhoods now must travel to reach a full service grocery store. This problem has recently been exacerbated by the changes in the grocery store business where major chain stores have been consolidated into

larger outlets located further from low-income neighborhoods. Poor access for low-income neighborhoods to essential and healthy foods has now become a public health concern. While not so much a land use planning issue, there are steps that the interdepartmental working group have identified that could partially address this problem, namely potential County support for Senate Bill 1329. SB 1329 (Alquist) or the "Healthy Food Retail Innovations Fund" proposed establishing a fund on a statewide competitive basis for loans and grants dedicated to the development of retail markets that would offer healthy, high quality, and affordable food in underserved communities. S.B. 1329 did not make it through this legislative session, but given the level of statewide interest it is seems likely to be re-introduced in the next legislative session.

Another matter concerning access to community facilities reviewed by the interdepartmental working was the siting of public schools. It is noted that while the County is consulted by school districts in regards to siting new schools, the consultation often occurs well after the school district has selected a site and is already engaged in the acquisition process when they need a determination of General Plan conformity from the County Planning Agency as directed under California Government Code Section 65402. More than a determination about General Plan conformance is needed. Too often the school district's imperatives to acquire a site drive the planning process, and concerns about providing access by all transportation modes (auto, public transit, bicycle, and walking) become a secondary concern. It is understood that a school district must follow a very elaborate school site selection and development process that is overseen by the state (California Department of Education and Office of State Architect). Ultimately, the school district must answer to the State of California to secure approval, and often funding, for a school site, and so the local jurisdiction's concerns are sometimes not foremost. Better coordination and planning for new schools between a school district and a local jurisdiction is needed not only to assure that a proposed school site matches local land use plans, but also to make sure it will be matched with adequate public infrastructure, and that it promotes the concepts and principles

of a healthy community. A review of the Guide to School Site Analysis and Development (2000 Edition), prepared by the California Department of Education, indicates that the criteria for site selection does pay attention to location in relation to walking, bicycling, and proximity to supporting public facilities (e.g. public library), but these criteria need greater emphasis. Additionally, the school site design and layout are based on the school facility essentially functioning in a stand-alone manner (sometimes the security and safety features in standard school design create a campus that is too internalized) with little recognition that after regular school hours the school site often becomes either a gathering place for community functions or a recreational facility.

The interdepartmental working group suggests that the County should directly engage school districts in the unincorporated area and the County Office of Education to establish a more coordinated process in the siting and development of public schools to recognize their importance in creating a healthy community.

4. OTHER POTENTIAL ACTIONS

In addition to the consensus recommendations contained #1 through #3 above, the interdepartmental working group identified other potential and related actions that the Ad Hoc Committee may want to consider, but as of the preparation of this report had not completed its review to reach a consensus. The following are offered for discussion purposes only:

- a) "Healthy Community" Pilot Projects – The interdepartmental group discussed the potential of the County undertaking pilot projects to demonstrate the concepts and principles of creating healthier communities. These could be pilot projects in each Supervisorial District where there is a documented public health concern directly tied to the built environment. There is a broad range of possibilities for pilot projects, everything from building capital improvements tied to local public health (e.g. Montalvin Manor bus access

improvement project) to working on school siting issues. However, establishing funding source(s) for a County pilot program is necessary before this concept can advance much further.

- b) “Healthy Community” Worksheet – As mentioned in Recommendation #2, the interdepartmental working group discussed the concept of creating a worksheet or checklist to evaluate how well a land use proposal incorporates the concepts and principles of a healthy community. An example of a worksheet used by the Tri-County Health Department in Colorado is provided in Exhibit “C” to this report. Inherent in this approach is reaching a clear consensus on all the elements that make up a “healthy” community – which necessarily would involve some subjectivity and judgment. Then there is the question of how the worksheet would actually be used in the planning process – what standing would it have in decision-making. This is not an insignificant question given that the land use planning process is already a complex exercise with the added legal requirement to process applications in a timely manner pursuant to the Permit Streamlining Act. There was some discussion that a worksheet approach could be used as an adjunct without prejudice to the environmental review required under the California Environmental Quality Act (CEQA). It is noted that the purpose of CEQA is to protect the environment from proposed projects, not to protect proposed projects from the existing environment, and to impose a requirement beyond CEQA or its guidelines is prohibited (Baird, et al, v. County of Contra Costa and Bi-Bett Corporation, California Court of Appeals, 1st District, February 1995). So while a worksheet could be prepared to score a land use application in relation to health concerns in parallel with the required CEQA review, it must by law be distinct and separate from the CEQA review process, in order to avoid any potential claim that it imposes a new requirement beyond CEQA or its guidelines.

It is noted that in 2004 the City and County of San Francisco through its Health Department initiated a health impact assessment for eastern neighborhoods in the city. The Eastern Neighborhoods Community Health Impact Assessment (ENCHIA) was an 18-month process where an assessment was conducted of the health benefits and burdens from development within several neighborhoods, including the Mission, South of Market, and Potrero Hill. An important outcome of this effort was the creation of a Healthy Development Measurement Tool (HDMT) to evaluate the extent to which development in these neighborhoods is meeting the needs of health. The HDMT (Tool) arrayed 27 community health objectives organized into seven elements: environmental stewardship, sustainable transportation, public safety, public infrastructure/access to goods and services, adequate and healthy housing, healthy economy, and community participation. This pilot project is the first known attempt at comprehensive health impact assessment of land use planning in the United States. A description of ENHCIA is attached as Exhibit "D" to this report.

- c) Planning Integration Team for Community Health ("PITCH") - Establish an interdepartmental Planning Integration Team for Community Health (PITCH). This group would consist of representatives from County Administrator, Community Development, Public Works, Health Services, and Employment and Human Services departments. The purpose of PITCH would be to identify and coordinate current and future planning efforts to improve community health.

Community Development, Public Works, Health Services, and Employment and Human Services Departments are currently working on related and in some cases overlapping projects in the community of Bay Point. The County could more effectively align and integrate various planning, engineering, and public health initiatives by coordinating them in a team approach across departmental lines (similar in approach to the Service Integration Team established several

years ago for the Welfare To Work initiative). In Bay Point, for example, on-going related and overlapping efforts include:

- Community Based Transportation Plan
- Traffic Safety Education
- Safe Routes To Schools
- Specific Plan and Redevelopment Plan Implementation

The interdepartmental planning group has identified the following potential roles for the PITCH:

- Inventory and coordinate current activities in designated pilot communities;
- Identify opportunities for collaboration on the other projects identified in Exhibit "B"; that may significantly contribute to community health;
- Identify opportunities and funding to replicate these efforts in other Contra Costa communities;
- As a result of these collaborative efforts, identify opportunities, as needed, to modify the County General Plan and Zoning Codes to more effectively support community health; and,
- Identify benchmarks and proxy measures for evaluating these efforts on the health of county residents.

c) Add a Health Element to the General Plan – There was discussion about adding a Health Element to the County General Plan. There are a few jurisdictions in California that have or the equivalent of a Health Element in their General Plan. Examples include: the City of Benicia General Plan that has chapter devoted to "Community Health and Safety", which incorporates the requirements of the mandatory Safety Element and explicitly discusses a vision for creating a healthy community; and, the City of Palm Desert General Plan that has a Health Services Element, which addresses the significance of

health care accessibility and affordability, particularly in relation to its sizeable retired and senior population. Staff understands that the City of Richmond may consider a Health Element as part of their comprehensive update to the City's General Plan now in progress. It is noted that developing a Health Element could be a potentially staff intensive and a costly undertaking since there is no clear model to follow. The interdepartmental working group discussed as an alternative that it might be more feasible to develop and incorporate and explicitly state public health goals, policies, and measures within the framework of the Land Use, Public Facilities/Services, and Safety elements of the current General Plan rather than creating a whole new element.

[Note: At the 10/12/2006 meeting of Ad Hoc Committee on Smart Growth, the committee members expressed a preference to recommend that the Board declare its intent to include a Health Element in the next comprehensive update to the General Plan and during the interim consider the addition and/or revision to the existing General Plan relating to community health and safety.]

- d) Community/Neighborhood Park – Parks, open space, and recreational facilities are an essential element for a vibrant and healthy community. While Contra Costa County is well served by regional parklands and open spaces, there is an ongoing challenge in developing and maintaining local (neighborhood or community) parks and recreational facilities within the unincorporated area. Some unincorporated communities are reasonably well served by neighborhood parks but many unincorporated communities are lacking in basic local-serving parks or recreational facilities. It is the view of interdepartmental working group members that the problem is not rooted in standards established for providing parks through the General Plan, but rather it is the level of funding and the organizational structure in which parks are planned and developed. Because the County does not have a Parks and Recreation Department, the responsibilities for the financing, planning, development, and management of local parks in the unincorporated area are

dispersed across several departments and service districts or service areas. There is no real focal point for master planning and funding of local parks and recreational facilities in the unincorporated area. Members of the interdepartmental working group expressed concerns with how well the funding level and the organizational structure for providing park and recreational opportunities is serving the interest of establishing healthy communities. To address these concerns, the County is nearing completion of a comprehensive update to the park dedication (Quimby Act) fees for the first time in nearly 20 years. Soon a new park dedication fee proposal will be presented to the Board of Supervisors. If adopted by the Board, the park dedication fee will not only increase funding for new park facility development but also provide funding for capital improvements to existing park facilities and enable the County to prepare its first comprehensive Parks Master Plan.

LIST OF EXHIBITS

- | | |
|--------------|---|
| Exhibit "A": | INVENTORY OF GENERAL PLAN POLICIES |
| Exhibit "B": | CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT |
| Exhibit "C": | CHECKLIST – PUBLIC HEALTH IN LAND USE PLANNING & COMMUNITY DESIGN (TRI-COUNTY HEALTH DEPT., COLORADO) |
| Exhibit "D": | SAN FRANCISCO EASTERN NEIGHBORHOODS COMMUNITY HEALTH IMPACT ASSESSMENT |

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES PROMOTING INFILL DEVELOPMENT AND DISCOURAGING URBAN SPRAWL

OPEN SPACE ELEMENT, pages 9-3 to 9-4

OVERALL OPEN SPACE POLICIES

- 9-1. Permanent open space shall be provided within the County for a variety of open space uses.
- 9-2. Historic and scenic features, watersheds, natural waterways, and areas important for the maintenance of natural vegetation and wildlife populations shall be preserved and enhanced.
- 9-3. Areas designated for open space shall not be considered as a reserve for urban land uses. In accordance with Measure C - 1990, at least 65 percent of all land in the County shall be preserved for agriculture, open space, wetlands, parks and non-urban uses.
- 9-4. Where feasible and desirable, major open space components shall be combined and linked to form a visual and physical system in the County.
- 9-5. The visual identities of urban communities shall be preserved through the maintenance of existing open space areas between cities and/or communities.
- 9-6. Open space acquisition shall be planned and funded, in concert with the region's staged transportation, landfill, and water and sewage plant programs.
- 9-7. Open space shall be utilized for public safety, resource conservation and appropriate recreation activities for all segments of the community.
- 9-8. Development project environmental review will consider the effect of the project on the County's open space resources, whenever the project proposes to convert substantial amounts of land from an open space designation to an urban development designation.
- 9-9. The County shall preserve open space lands located outside the Urban Limit Line by declining to authorize requests for general plan amendment studies which would result in redesignation of such lands to urban land use designations. The County shall not designate any open space land located outside the ULL for an urban use. A substantial portion of land developed within the ULL shall be retained for open space, parks and recreational uses.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING AND MAINTAINING WATER QUALITY

PUBLIC FACILITIES/SERVICES ELEMENT, pages 7-5 to 7-16

WATER SERVICE POLICIES

- 7-1. Water service systems shall be required to meet regulatory standards for water delivery, water storage and emergency water supplies.
- 7-2. Water service agencies shall be encouraged to establish service boundaries and to develop supplies and facilities to meet future water needs based on the growth policies contained in the County and cities' General Plans.
- 7-3. Water service agencies should generally be discouraged from constructing new water distribution infrastructure which exceeds future water needs based on the buildout projections of the County General Plan and city general plans.
- 7-4. Urban development shall be encouraged within the existing water Spheres of Influence adopted by the Local Agency Formation Commission; expansion into new areas within the Urban Limit Line beyond the Spheres should be restricted to those areas where urban development can meet all growth management standards included in this General Plan.
- 7-5. Development of rural residences or other uses that will be served by well water or an underground water supply will be discouraged if a high nitrate concentration is found following Health Services Department testing (see Figure 7-2).
- 7-6. At the project approval stage, the County shall require new development to demonstrate that adequate water quantity and quality can be provided. The County shall determine whether (1) capacity exists within the water system if a development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. This finding will be based on information furnished or made available to the County from consultations with the appropriate water agency, the applicant, or other sources.
- 7-7. Water service agencies shall be encouraged to meet all regulatory standards for water quality prior to approval of any new connections to that agency.
- 7-8. The County shall cooperate with other regulatory agencies to control point and non-point water pollution sources to protect adopted beneficial uses of water.
- 7-9. Opportunities shall be identified and developed in cooperation with water service agencies for use of non-potable water, including ground water, reclaimed water, and untreated surface water, for other than domestic use.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING AND MAINTAINING WATER QUALITY

- 7-10. Land uses and activities that could result in contamination of groundwater supplies shall be identified, monitored and regulated to minimize the risk of such contamination.
- 7-11. The need for water system improvements shall be reduced by encouraging new development to incorporate water conservation measures to decrease peak water use.
- 7-12. The reclamation of water shall be encouraged as a supplement to existing water supplies.
- 7-13. The County shall encourage its water serving agencies to prepare written drought contingency plans and hold public hearings on these plans. These plans should identify the size of needed drought capacity reserves. In requests for capacity verification for new development, the County shall require that the serving agency exclude these reserves from its operating capacities for the purpose of the verification.

WATER SERVICE IMPLEMENTATION MEASURES

Development Review Process

The following measures were developed in order to ensure adequate water supply and quality for the current and future goals of the General Plan and to ensure consistency with the land use and growth management elements.

- 7-a. Conditionally approve all tentative subdivision maps and other preliminary development plans on verification of adequate water supply for the project. Such condition shall be satisfied by verification, based on substantial evidence in the record, that capacity within the system to serve the specific development project exists or comparable demonstration of adequate wastewater treatment capacity. Where no tentative map or preliminary plan is required prior to development, approve no map or development permit without this standard being satisfied.
- 7-b. Identify, map, and monitor those areas where high levels of nitrates have been detected in groundwater supplies.
- 7-c. Discourage subdivisions or other permits which would allow the construction of rural residential units served by well water in areas of high nitrate concentrations, consistent with existing Health Department policy.
- 7-d. Discourage subdivisions or other permits which would allow the construction of rural residential units served by well water on lots of less than one acre, consistent with existing Health Department policy.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING AND MAINTAINING WATER QUALITY

SEWER SERVICE POLICIES

- 7-29 Sewer treatment facilities shall be required to operate in compliance with waste discharge requirements established by the California Regional Water Quality Control Board. Development that would result in the violation of waste discharge requirements shall not be approved.
- 7-30 Sewer service agencies shall be encouraged to establish service boundaries and develop treatment facilities to meet future service needs based on the growth policies contained in the County and cities' General Plans.
- 7-31 Urban development shall be encouraged within the sewer Spheres of Influence adopted by the Local Agency Formation Commission. Expansion into new areas within the Urban Limit Line but beyond the Spheres of Influence should be restricted to those areas where urban development can meet growth management standards included in this General Plan.
- 7-32 Development of rural residences, or other uses, that will be served by septic tank and leachfields, shall be discouraged in areas with high groundwater levels or soils with poor percolation characteristics.
- 7-33 At the project approval stage, the County shall require new development to demonstrate that wastewater treatment capacity can be provided. The County shall determine whether (1) capacity exists within the wastewater treatment system if a development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. This finding will be based on information furnished or made available to the County from consultations with the appropriate water agency, the applicant, or other sources.
- 7-34 For future sewer facilities that may be required, appropriate land areas in the County shall be designated consistent with other policies in the General Plan.
- 7-35 Opportunities for using reclaimed wastewater shall be identified and developed in cooperation with sewer service and water service agencies.
- 7-35 Beneficial uses of treated wastewater including marsh enhancement and agricultural irrigation shall be encouraged. Such wastewater reclamation concepts shall be incorporated into resource management programs and land use planning.
- 7-36 The need for sewer system improvements shall be reduced by requiring new development to incorporate water conservation measures which reduce flows into the sanitary sewer system.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING AND MAINTAINING WATER QUALITY

SEWER SERVICE IMPLEMENTATION MEASURES

In accordance with the land use and growth management elements of the General Plan that limit growth until adequate waste management services can be provided, the following measures were developed in order to provide for the liquid waste disposal needs of the community.

Development Review Process

- 7-e. Conditionally approve all tentative subdivision maps and other preliminary development plans on verification of adequate wastewater treatment capacity for the project. Such condition shall be satisfied by verification based upon substantial information in the record that capacity within the system to serve the specific development project exists or comparable demonstration of adequate wastewater treatment capacity. Where no tentative map or preliminary plan is required prior to development, approve no map or development permit without this standard being satisfied.
- 7-f. Identify, map, and monitor those areas where high groundwater levels and soils with poor percolation characteristics have been detected.
- 7-g. Discourage approval of subdivisions or other permits which would allow the construction of rural residential units served by septic tanks and leachfields in areas of high groundwater levels or poor percolation characteristics, consistent with existing Health Department policy.
- 7-h. Continue to enforce Sections 420-6.002 and 4200-6.008 of the County Code, which regulate the placement of septic tanks within the watersheds of reservoirs.
- 7-i. Include wastewater reduction and other measures recommended by sewer service agencies in the conditions of approval for subdivisions and other new development.

SAFETY ELEMENT, pages 10-40 to 10-42

WATER SUPPLY POLICIES

- 10-1. The County shall support local, regional, State, and Federal government efforts to improve water quality.
- 10-2. The County shall support water quality standards adequate to protect public health in importing areas as a priority at least equal in status to support of Bay/Delta estuary water standards.
- 10-3. Point sources of pollution shall be identified and controlled to protect adopted beneficial uses of water.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING AND MAINTAINING WATER QUALITY

- 10-4. Public ownership of lands bordering reservoirs shall be encouraged to safeguard water quality.
- 10-5. Prohibit underground discharges of toxic liquid wastes.
- 10-6. Land use plans and major project proposals that would encourage development served by wells and septic systems shall be approved only after there are assurances of the adequacy of the aquifer and that there is minimum risk of well contamination during the rainy season.
- 10-7. Annexation of municipal or small service districts into the larger districts shall be supported when such annexations would result in water supply safety benefits to the consumers.
- 10-8. No new water districts shall be established.
- 10-9. The use of reclaimed water for industrial operations shall be encouraged.
- 10-10. Because of the public need for water of a quality suitable for domestic, industrial and agricultural uses, the County shall take an active role in reviewing regional, State and federal programs which could affect water quality and water supply safety in Contra Costa County.
- 10-11. New water storage reservoirs shall be encouraged in appropriate locations subject to adequate mitigation of environmental impacts.
- 10-12. Discourage the development of new wells for domestic use in areas with high nitrite concentrations in the ground water.

WATER SUPPLY IMPLEMENTATION MEASURES

- 10-aa. A permit system shall be required for all future wells or other shafts to aquifers.
- 10-ab. Monitoring of well water quality shall be required.
- 10-ac. Develop drilling and sealing ordinances designed for protection of aquifers and the public health and welfare.
- 10-ad. Instruct the County Health Department to do a study of the nitrite groundwater problem for East County including recommendations on continued approval of new wells for residential use.
- 10-ae. Prohibit underground discharge of toxic liquid wastes through adoption of a hazardous materials ordinance or other means.
- 10-af. Encourage local, State, and federal agencies to investigate and recommend methods of maintaining agricultural productivity with

EXHIBIT "A": Inventory of General Plan Policies

reduced amounts of toxic and nutritive chemicals which can damage water quality.

- 10-ag. Encourage all water districts in their efforts to provide water supply safety for emergency and disaster uses by the most practicable means.
- 10-ah. Encourage domestic water services to participate in the State Emergency Services program for county-wide coordination of emergency response planning and to take advantage of low cost purchase of auxiliary power equipment where these programs would result in greater security for domestic water supplies.
- 10-ai. Encourage domestic water suppliers to undertake programs to inform homeowners, schools, convalescent hospitals, and other institutions of appropriate and efficient emergency use of available water in an immediate post-disaster recovery period.
- 10-aj. Review and evaluate regional, State, and federal programs which could affect water quality and water supply safety in the County.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING THE BUILT ENVIRONMENT FOR PEDESTRIANS / BICYCLISTS

TRANSPORTATION/CIRCULATION ELEMENT, pages 5-12 to 5-17

Circulation Safety, Convenience and Efficiency

- 5-1. Through-traffic along arterials shall be improved by minimizing the number of new intersecting streets and driveways; and, when feasible, by consolidating existing street and driveway intersections.
- 5-2. Direct frontage and access points on arterials and collectors shall be minimized.
- 5-3. Existing circulation facilities shall be improved and maintained by eliminating structural and geometric design deficiencies.
- 5-4. Development of a secondary road system of expressways shall be considered as part of the solution to congested freeways.
- 5-5. The use of freeways for community circulation shall be minimized by providing sufficient arterials and expressways.
- 5-6. The use of local and collector roadways for neighborhood circulation shall be encouraged.
- 5-7. Physical conflicts between vehicular traffic, bicyclists, and pedestrians shall be minimized.
- 5-8. Adequate lighting shall be provided for vehicular, pedestrian and bicyclist safety, consistent with neighborhood desires.
- 5-9. Curbs and sidewalks shall be provided in appropriate areas.
- 5-10. Emergency response vehicles shall be accommodated in development project design.
- 5-11. The design and the scheduling of improvements to arterials and collectors shall give priority to safety over other factors including capacity.
- 5-12. Efforts shall be made to increase short-term parking for retail uses in areas where it is currently inadequate.
- 5-13. New development (including redevelopment and rehabilitation projects) shall provide adequate off-street parking, or contribute funds and/or institute programs to reduce parking demand.
- 5-14. New subdivisions should be designed to permit convenient pedestrian access to bus transit and efficient bus circulation patterns.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING THE BUILT ENVIRONMENT FOR PEDESTRIANS / BICYCLISTS

- 5-25. Planning and provision for a system of safe and convenient pedestrian ways, bikeways and regional hiking trails shall be continued as a means of connecting community facilities, residential areas, and business districts, as well as points of interest outside the communities utilizing existing public and semi-public right-of-way.

ROADWAY AND TRANSIT IMPLEMENTATION MEASURES

Circulation Safety, Convenience, and Efficiency

- 5-a. Design local streets so that the widths and curvatures fit the desired speed of travel.
- 5-b. Design a system of local and collector streets within a development to connect residences with arterials, activity centers and adjacent neighborhoods.
- 5-c. Reserve rights-of-way to ensure compatibility with transit service in the design of developments on appropriate freeway, expressway, arterial and collector routes.
- 5-d. Adopt design standards and right-of-way standards with typical sections showing relationships of pavement, median, sidewalks, lighting, and landscaping. Typical sections for roadways shall be based on the following minimum design standards:
 - (1) 12 feet per travel lane;
 - (2) 12 feet per turn lane;
 - (3) 8 feet per shoulder; and

Add 4 feet per shoulder if bike lanes are to be provided where parking is allowed.

Alternative Transportation/Circulation Systems

- 5-e. Enforce County TDM (Transportation Demand Management) Ordinances consistent with State law, and encourage neighboring jurisdictions to adopt similar ordinances.
- 5-f. Develop and implement a comprehensive program of park-and-ride lots, in cooperation with the cities, transit agencies, and Caltrans, to serve the demand forecasted by this Plan.
- 5-g. Coordinate efforts with BART to expand parking facilities at or near stations.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES IMPROVING THE BUILT ENVIRONMENT FOR PEDESTRIANS / BICYCLISTS

- 5-h. Encourage and coordinate efforts with BART to extend train service along State Route 4 to Brentwood and along I-80 to northwestern Contra Costa County.
- 5-i. In cooperation with interested local jurisdictions, regional agencies, and transit operators, conduct a study investigating the feasibility of implementing commuter rail, urban rail, and other regional transit services within the Transit Corridors identified in the Transit Network Plan.
- 5-j. Request MTC, in cooperation with affected local jurisdictions and transit operators, develop a comprehensive plan on the use of the three percent discretionary funds from Regional Measure 1, and include in the Plan a determination of the feasibility of additional ferry operations.
- 5-k. Coordinate efforts with BART, bus operators, and other jurisdictions to reserve rights-of-way, station sites, and other support facilities for rail extensions within the Transit Corridors identified in the Transit Network Plan.
- 5-l. Coordinate efforts with all transit districts serving the county to provide for improved routing, bus frequencies, facilities, and improved design of land development plans.
- 5-m. Expand transit service areas to serve all urbanized portions of the El Sobrante Valley.
- 5-n. Provide safe pedestrian ways in the vicinity of schools and other public facilities, and in commercial areas, and provide convenient access to bus routes.
- 5-o. Construct the bikeways shown in the future Bikeway Network Plan and incorporate the needs of bicyclists in major roadway construction projects and normal safety and operational improvements.
- 5-p. Develop a parking program to maximize traffic flow on new and existing arterials and collectors by reducing or eliminating on-street parking, by providing off-street parking or parking bays to accommodate on-street parking, or enhancing transit or ridesharing services.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES RECREATIONAL FACILITIES AND PARK/OPEN SPACE

OPEN SPACE ELEMENT, pages 9-22 to 9-24

PARKS AND RECREATION FACILITIES POLICIES

- 9-10. Major park lands shall be reserved to ensure that the present and future needs of the County's residents will be met and to preserve areas of natural beauty or historical interest for future generations. Apply the parks and recreation performance standards in the Growth Management Element.
- 9-11. A well-balanced distribution of local parks, based on character and intensity of present and planned residential development and future recreation needs, shall be preserved.
- 9-12. Park design shall be appropriate to the recreational needs and access capabilities of all residents in each locality.
- 9-13. Regional-scale public access to scenic areas on the waterfront shall be protected and developed, and water-related recreation, such as fishing, boating, and picnicking, shall be provided.
- 9-14. As a unique resource of State-wide importance, the Delta shall be developed for recreation use in accordance with the State environmental goals and policies. The recreational value of the Delta shall be protected and enhanced.
- 9-15. Public funds from agencies such as the Department of Fish and Game shall be utilized to purchase levees and acquire easements.
- 9-16. Public trail facilities shall be integrated into the design of flood control facilities and other public works whenever possible.
- 9-17. Recreational development shall be allowed only in a manner which complements the natural features of the area, including the topography, waterways, vegetation and soil characteristics.
- 9-18. Recreational activity shall be distributed and managed according to an area's carrying capacity with special emphasis on controlling adverse environmental impacts, such as conflict between uses and trespass. At the same time, the regional importance of each area's recreation resources shall be recognized.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES RECREATIONAL FACILITIES AND PARK/OPEN SPACE

PARK AND RECREATION FACILITIES IMPLEMENTATION MEASURES

Ordinances and Programs

- 9-a. Complete a comprehensive study of all open space lands in the County to determine the areas that are most suitable for future park acquisition.

Development Review Process

- 9-b. Require that new development meet the park standards and criteria included in the growth management program and set forth in Table 7-3. Ensure that credit for the park dedication ordinance requirements be given for private recreation facilities only after a finding has been adopted that the facilities will be open to and serve the public.
- 9-c. Permit additional marinas to serve the Delta and the Bay in select areas if they meet the following criteria:
- 1) where projects can be clustered and located adjacent to similar uses;
 - 2) along waterways having an adequate channel width as defined by the State Harbors and Navigation Code;
 - 3) in areas having adequate public vehicular access;
 - 4) where off-site improvements, such as required access roads, can be assigned to development;
 - 5) where adequate on-site sewage disposal can be provided;
 - 6) where located in an area served by a public fire protection district; and
 - 7) when such uses will not conflict with adjacent agricultural uses.

Intergovernmental Coordination

- 9-d. Coordinate with the various school districts in the County to provide for the joint use of recreation facilities.
- 9-e. Coordinate funds and programs administered by County government and other agencies, such as the East Bay Regional Park District, to obtain optimum recreation facilities development.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES RECREATIONAL FACILITIES AND PARK/OPEN SPACE

- 9-f. Develop a comprehensive and interconnected series of hiking, biking and riding trails in conjunction with cities, special districts, public utilities and county service areas.

Funding

- 9-g. Form a county-wide committee to explore funding sources for recreation and open space to support regional, community and local park and trails on a county-wide basis.
- 9-h. Work with local unincorporated communities to determine the means of providing local park services where the need presently exists, as well as when development occurs.
- 9-i. Increase the park dedication fee to a level which approaches the local park dedication standards called for in this Plan.

EXHIBIT "A": Inventory of General Plan Policies

KEY GENERAL PLAN POLICIES HAZARDOUS MATERIALS

SAFETY ELEMENT, pages 10-39 to 10-40

HAZARDOUS MATERIALS POLICIES

- 10-13. Hazardous waste releases from both private companies and from public agencies shall be identified and eliminated.
- 10-14. Storage of hazardous materials and wastes shall be strictly regulated.
- 10-15. Secondary containment and periodic examination shall be required for all storage of toxic materials.
- 10-16. Industrial facilities shall be constructed and operated in accordance with up-to-date safety and environmental protection standards.
- 10-17. Industries which store and process hazardous materials shall provide a buffer zone between the installation and the property boundaries sufficient to protect public safety. The adequacy of the buffer zone shall be determined by the County Planning Agency.
- 10-18. To the greatest possible extent, new fuel pipelines should not be routed through centers of population nor should they cross major disaster evacuation routes.
- 10-19. In order to provide for public safety, urban and suburban development should not take place in areas where they would be subject to safety hazards from oil and gas wells. Development near oil and gas wells should meet recognized safety standards.
- 10-20. When an emergency occurs in the transportation of hazardous materials, the County Office of Emergency Services shall be notified as soon as possible.
- 10-21. Industry should be encouraged to utilize underground pipelines, rail, and water transportation of hazardous materials to the greatest extent feasible to take advantage of the greater separation from the general public provided by these modes of transportation.
- 10-22. Applications for private or commercial recreation docks which would encroach into waterways used primarily for recreation boating should be reviewed by the County to evaluate their aggregate impact upon public safety.

HAZARDOUS MATERIALS IMPLEMENTATION MEASURES

- 10-ak. Encourage the State Department of Health Services and the California Highway Patrol to review permits for radioactive materials on a regular basis and to promulgate and enforce public safety

EXHIBIT "A": Inventory of General Plan Policies

standards for the use of these materials, including the placarding of transport vehicles.

- 10-al. Request that State and federal agencies with responsibilities for regulating the transportation of hazardous materials review regulations and procedures, in cooperation with the County, to determine means of mitigating the public safety hazard in urbanized areas.

**Exhibit "B": CURRENT INITIATIVES REGARDING THE BUILT
ENVIRONMENT**

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
County Redevelopment Project Areas	Through implementation of Redevelopment Plans and Specific Plans the Redevelopment Agency seeks to incorporate infrastructure improvements within its Project Areas that not only address blighted conditions but establish well designed, sustainable, and healthy communities.	Jim Kennedy - Redevelopment Agency
Transportation Project Database	This database contains the universe of capital projects needed to implement the transportation/circulation element of the General Plan and to comply with applicable transportation-related regulations. The purpose of the database is to enable County staff to inquire about transportation projects that can address an identified need or affect other projects, programs or initiatives. The capital projects include road, transit, pedestrian and bicycle facilities. Each project has a separate record in the database. Each record has an extensive array of fields for information such as project type, limits, sponsor, status, cost, estimated completion date, funding source(s), etc. The database uses ACCESS software which allows queries by project name, ID#, sponsor, community, Supervisorial District, funding source eligibility, etc. The database is a viable tool to any County staff involved or others interested in transportation projects that are planned, proposed, funded or under construction for the unincorporated area and how it might affect their work assignments.	Steve Goetz - Community Development
Park Master Planning and Fee Ordinance	A comprehensive update to the County's park dedication (Quimby Act) fee ordinance is in progress. This is the first comprehensive review in nearly 20 years. The park dedication fee will not only propose a significant increase in developer fees to fund new park development, but will also provide funds for capital improvements to existing park facilities and enable the County to prepare its first comprehensive Parks Master Plan.	Jim Kennedy - Redevelopment Agency

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
General Plan Amendment for the Countywide Bicycle/Pedestrian Plan	<p>In 2004, the Board of Supervisors adopted the Countywide Bicycle and Pedestrian Plan prepared by the Contra Costa Transportation Authority. At that time County staff was authorized to prepare an amendment to the General Plan that incorporated relevant portions of the Countywide Bicycle and Pedestrian Plan. County staff has prepared a preliminary review of the General Plan and has identified potential changes to policies and maps related to trails, sidewalks, pedestrian amenities, street design and bike lanes. The policies and maps appear in the land use, transportation/circulation, and open space elements of the General Plan. These changes promote a built environment that encourages and support walking and bicycling by individuals that live and work in Contra Costa County. Staff can take this opportunity for Community Development, Public Works and Health Services staff to work jointly on the this proposed General Plan Amendment to ensure improvements for pedestrians and bicyclists are fully integrated into the County General Plan, and that these improvements are implemented as part of public and private development projects.</p>	Steve Goetz - Community Development
County Ordinance Code Update Title 9: Subdivision	<p>The County's Subdivision Ordinance, also referred to as Title 9, defines standards and provisions for subdividing land in Contra Costa County. It also establishes requirements for public improvements as part of a subdivision. The Public Works Department has undertaken an update to Title 9 to incorporate new rules and regulations promulgated by other agencies that affect the subdivision process, including new Clear Water regulations from the Regional Water Quality Control Board and new minimum design standards from the Contra Costa County Consolidated Fire Protection District. The Title 9 update will be reviewed comprehensively by all divisions within Public Works, Community Development, other County Departments, and applicable agencies. The update will be presented to the Board for adoption in the form of an ordinance.</p>	Julie Bueren - Public Works

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
Street Standards (Clean Water Regulations)	<p>Street widths have always been a controversial issue among engineers, planners, residents, emergency responders, developers, regulators, disabled, and others. The issues include safety for the users of the facilities, livability of neighborhoods, emergency response times and access, traffic calming, parking, and cost of constructing and maintaining the facilities. In addition to these issues, new clean water requirements are dictating that local jurisdictions review their street design standards in an attempt to reduce impervious surface, thereby, reducing storm water runoff and improving water quality for Contra Costa. To pool knowledge from several Contra Costa jurisdictions and develop a set of uniform design guidelines, a subcommittee of the City-County Engineers Advisory Committee has been meeting with stakeholders to develop a set of design guidelines for streets that would allow jurisdictions the flexibility of permitting narrower roads in their respective jurisdictions in an effort to accomplish more livable neighborhoods, reduce vehicle speeds, reduce the cost and maintenance of the streets, and reduce storm water runoff while minimizing the impact on emergency responders. The Center for Watershed Protection's Site Planning Model Development Principles was used as a basis for developing the design guidelines and is discussed in further detail.</p>	Steve Kowalewski - Public Works
Neighborhood Traffic Management Program	<p>The Contra Costa County Neighborhood Traffic Management Program (NTMP) represents the County's commitment to the safety and livability of its neighborhoods. It is a community-based approach to traffic calming. The program is designed to educate and empower residents with the tools to evaluate, develop, and program traffic management solutions. The Program, along with the a Tool Kit identified in the program document, provides a process for identifying, measuring, and dealing with problems related to traffic safety on local streets. This process also facilitates the County's goal to "provide for safe and efficient vehicular, pedestrian, and bicycle movements on Contra Costa County streets."</p>	Steve Kowalewski - Public Works

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
Community Outreach	<p>The Public Works Department has identified community outreach as a priority, including it as a goal in the current Strategic Plan. A part of the Department's goal is to improve the public's trust that our decisions are reasonable and cost-effective, and that we consider community priorities by enhancing our working relationship with the community and its decision-makers. The Department will strive to balance the needs of local citizens with the need for community-wide and regional improvements. The Department will work to provide information to community groups, individual citizens, and the public at large about projects and programs that may affect them. Through cooperation with the Board of Supervisors, the Public Works Department will participate in community meetings to explain what we do and to solicit input for the coming year. The Department continues to schedule regular meetings with individual members of the Board of Supervisors to discuss project status, emerging issues, and to identify priorities. The Department will also set up project-specific workshops with communities and elected officials and maintain communication from the initial planning phase through final construction through the use of the Public Works Web site, e-mail, community meetings, and newsletters such as The Community Informer.</p>	Steve Kowalewski - Public Works
Air Resources Board Guidelines	<p>In April 2005 the California Air Resources Board (CARB) issued an advisory set of guidelines for local jurisdictions to consider when evaluating the potential air quality impacts related to the siting of new sensitive land uses (e.g. new residential subdivision) near industrial facilities and transportation corridors. The Community Development Department is working to incorporate these advisory guidelines into the County's land use planning and development review process.</p>	Patrick Roche - Community Development

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
Street Smarts Program	<p>The Public Works Department has teamed up with the Health Services Department to launch a public education campaign on traffic safety called "Street Smarts". The goal of the Street Smarts campaign is to educate drivers, bicyclists, and pedestrians on issues related to traffic safety. The program is initially being implemented in west Contra Costa County and in the community of Bay Point. In addition, the Public Works Department has teamed up with the Town of Danville, City of San Ramon, and the San Ramon Valley Unified School District to promote the Street Smarts program in the San Ramon Valley area.</p> <p>Street Smarts gets people thinking. The purpose of the program is to address traffic safety problems at their sources: in the minds of drivers, pedestrians, and cyclists. Street Smarts brings education into the equation. The purpose is to supplement and complement the on-going efforts involving engineering and enforcement.</p> <p>Street Smarts works on many levels. The program will be promoted through a brand awareness campaign, community events, school activities and discussions, neighborhood initiatives, corporate sponsorships, banners, and more.</p> <p>Street Smarts has no limits. The program is intended to grow and evolve as new issues relating to traffic safety surface. Just as driving under the influence and recycling campaigns have led to a shift in public behavior, we are optimistic that Street Smarts will be similarly successful on the issue of traffic safety. After all, Street Smarts is about changing behaviors and respecting the community within which we live and work.</p>	Nancy Baer and Tracey Rattray – Health Services
Chronic Disease Prevention	<p>The three leading causes of death in Contra Costa County – heart disease, cancer and stroke – are all influenced by the built environment. So too are diabetes, asthma, and injuries; significant local health problems in their own right. All of these conditions share risk factors in the built environment such as: limited opportunities to exercise, limited</p>	Nancy Baer and Tracey Rattray – Health Services

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
	<p>access to nutritious food, poor air quality, unsafe walking and biking conditions, exposure to toxics, limited open space, and even the impacts of marketing and advertising unhealthy products like alcohol and tobacco.</p> <p>Contra Costa Health Services has incorporated built environment approaches into programs that address chronic disease risk factors using a broad range of strategies including community education, working with local coalitions, mobilizing neighborhoods, advocating for policy and changing organizational practices. Our work on obesity prevention includes working with residents and local government to ensure that fresh produce is easily available in neighborhoods through large chain stores, local markets, and farmers markets. The obesity prevention program also organizes walkability workshops throughout the county. These workshops teach residents to identify aspects of the built environment that impede safe walking and biking and to organize and advocate to improve these conditions. Walk to School Day promotes everyday exercise by working with parents to identify barriers in their neighborhood that prevent their children from walking safely to school. Lead poisoning prevention identifies children with elevated lead levels and coordinates remediation of their homes.</p> <p>The Health Department is also working on an exciting new project with the City Of Richmond and MIG, the city planning firm that is developing Richmond's General Plan. MIG and the Health Department are sharing data, and city planning/health promotion strategies to develop a health element for Richmond's General Plan.</p> <p>Listed below are other Health Department Prevention programs that involve working with the built environment – asthma and injury prevention/physical activity promotion.</p>	

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
Safe Communities Program	<p>According to a recent study by the Surface Transportation Policy Project, which analyzed 1999 California Highway Patrol statistics, Contra Costa County is the second riskiest county in the State for pedestrians.</p> <p>Contra Costa Safe Communities Project aims to reduce motor-vehicle related injuries in West Contra Costa County by coordinating resident involvement with enforcement, engineering, and educational interventions in selected high risk neighborhoods. Geographical considerations and an analysis of injury data county-wide led the Project to focus on the Cities Richmond, San Pablo and neighboring unincorporated areas. The Core Work Group, initiated by the Contra Costa Childhood Injury Prevention Coalition (CIPC), includes residents, traffic engineers, and other key stakeholders. This group oversees: location mapping of injury data, focus groups and neighborhood asset mapping tours involving residents and key stakeholders, the development of a Community Profile for 2 – 4 high risk neighborhoods and the development of a Safe Communities Strategic Plan. The Work Group will advocate for including Strategic Plan recommendations in other public planning and funding processes. In addition, the Work Group will pursue additional funding for implementation and use the Strategic Plan to qualify for submission of a grant to the Office of Traffic Safety.</p>	Nancy Baer and Tracey Rattray – Health Services
Safe Routes to School	*** I need to wait for Nancy on this one *****	Nancy Baer and Tracey Rattray – Health Services
Asthma Prevention	<p><u>North Richmond Truck Routes Project</u></p> <p>Diesel air pollution is a health concern for those who suffer from asthma because diesel particulate matter is an environmental asthma trigger. In 2005 Health Services along with several community agencies (i.e., Community Health Initiative, Neighborhood House of North Richmond, West County Toxics Coalition, and the Pacific Institute) conducted a</p>	Cedrita Claiborn and Tracey Rattray – Health Services

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
	<p>study that measured diesel air pollution in West Contra Costa. <i>The Deluged by Diesel: Healthy Solutions for West County</i> report showed that the average diesel emissions in inner West County are 40 times higher per square area than the California average and that there is 6 times more diesel particulate matter per square mile in inner West County than in the County as a whole. One way to reduce the health impacts of diesel air pollution is to ensure that vehicles such as buses, ships and trucks do not travel areas close to where people live, play and work.</p> <p>Community Development has partnered with Health Services and several community-based organizations within West County (i.e., Neighborhood House of North Richmond, West County Toxics Coalition, and the Community Health Initiative) to study truck routes in North Richmond. The goal of the project is to examine the current routes and to develop alternative, which will reduce human exposure to diesel air pollution.</p> <p>The alternative routes will be developed based upon input from community members. Residents and representatives from local businesses have been invited to participate in a series of meetings designed to provide opportunities for open dialogue between the two groups and to address the needs and concerns of all parties involved.</p> <p><u>Goods Movement</u></p> <p>Health Services will be working in partnership with the Pacific Institute, Neighborhood House of North Richmond, West County Toxics Coalition, and West Oakland Environmental Indicators Project on a Goods Movement and Community-Based Environmental Justice Planning Grant funded by Cal Trans. West Contra Costa County and West Oakland are both heavily affected by the regional and statewide expansion of the goods movement. West Oakland borders the marine</p>	

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
	<p>Port of Oakland. West Contra Costa County contains the terminus for two major rail hubs, the Burlington Northern Santa Fe and Union Pacific, as well as the Port of Richmond. As two major nodes in the rapidly expanding regional system of goods movement, the landscape and livability of these communities is being impacted by congestion, noise, traffic hazards, and air pollution.</p> <p>In the Spring of 2007, the Goods Movement and Community-Based Planning Project will conduct workshops to residents in West Contra Costa and West Oakland on goods movement, transportation and land use planning. These workshops are designed to teach resident how land use and transportation planning affects decisions about goods movement, and to identify and map assets in their communities that are currently or in the future will be affected by goods movement. In addition, research will be conducted in collaboration with community partners to develop an inventory of how goods movement affects each community, and to answer questions developed by participants in the community workshops.</p> <p>The results of the workshops and research will be used to identify community-based solutions to challenges created by an increase in goods movement in each community. Community leaders in each community with relevant public agencies and elected officials will be engaged in the latter part of this process. They will be presented with the solutions developed with the community, and will also be encouraged to adopt and implement of the proposed solutions.</p> <p><u>Wood Burning Ordinance</u></p> <p>In 1998 the Bay Area Air Quality Management District (BAAQMD) developed a model wood smoke ordinance for fireplaces and woodstoves as a guide for cities and counties. The Wood-burning Ordinance regulates the installation wood-burning appliances in new</p>	

CURRENT INITIATIVES REGARDING THE BUILT ENVIRONMENT

Initiative	Description	Assigned to
	<p>construction, replacement or reconstruction and ensures that they are designed to meet the Ambient Air Quality Standards passed by the California Air Resources Board.</p> <p>The Contra Costa Asthma Coalition and Health Services has committed to working with local city governments to adopt the ordinance locally. The CCAC assisted in the passing of such an ordinance in the City of Richmond, and will not concentrate their efforts to work with the City of Concord with the hopes of a similar outcome.</p>	

**Exhibit "C": CHECKLIST – PUBLIC HEALTH IN LAND USE
PLANNING & COMMUNITY DESIGN (TRI-COUNTY
HEALTH DEPT., COLORADO)**

Checklist



NATIONAL
ASSOCIATION OF
COUNTY & CITY
HEALTH OFFICIALS

Public Health in Land Use Planning & Community Design

NACCHO and the Tri-County Health Department in Colorado developed this checklist to assist local public health agencies (LPHAs) in their review of applications for new development or redevelopment plans in their communities. The checklist provides a method to ensure long term protection of public health and consistency in comments submitted for development plans, and broadens the health issues commented on by LPHAs during the planning process. It can also be used to identify potential health impacts and provide a screening process for improving the quality of decision-making. The checklist addresses not only those issues that LPHAs have regulatory authority over, but also the many public health issues that may arise during development and require policy change or other interventions. LPHAs can also incorporate issues that are specific to their jurisdictions. LPHAs should share the checklist with their local planning departments, elected officials, and the public, both to increase awareness of public health issues associated with land use planning and community design, and to encourage appropriate referral of applications to LPHAs for review and comment.

Water Quality

- ☐ What is the source of water for the project?
 - A public system or individual well(s)?
 - ☐ If public, does the agency have any regulatory responsibility for quality assurance?
 - ☐ If private, are wellhead protection procedures proposed? Are the well(s) completed in an area of the aquifer that is free from identified or potential sources of contamination?
 - ☐ In rural areas where gas or oil exploration is occurring, are domestic wells planned with adequate setbacks from gas or oil wells?

- ☐ Does the project adequately address stormwater?
 - ☐ What is the drainage pattern on the site?
 - ☐ Are there indications of drainage problems, such as erosion, steep topography, wetlands, boggy areas, etc.?
 - ☐ Are there adjacent or nearby bodies of water (lakes, reservoirs, ditches, streams, etc.) that receive drainage from the site?
 - ☐ If an erosion control plan has been provided, are effective erosion control methods proposed during construction? Post-construction?
 - ☐ Does the plan include effective project-specific or regional stormwater quality measures? Both engineered and non-engineered?
 - ☐ Does the proposed use warrant specific best management or pollution prevention practices? (e.g., proper use of pesticides on golf courses)
 - ☐ Does the project include unnecessarily large expanses of paved areas?
- ☐ Is the property in a floodplain or a groundwater (aquifer) recharge area?
- ☐ Does the proposed use have the potential to release hazardous products or wastes into the surface or

groundwater? (e.g., AST/USTs; chemicals, including agricultural chemicals such as pesticides and herbicides; asbestos)

For more information, visit:

www.epa.gov/water/yearof/cleanwater/docs/growthwater.pdf
<http://ohioline.osu.edu/ws-fact/0003.html>
www.ire.ubc.ca/ecoresearch/publica3.html
www.fhwa.dot.gov/environment/wtrshd96.htm
www.cdc.gov/healthypaces/about.htm

Wastewater

- ☐ Is the proposed wastewater treatment system adequate and effective?
 - Centralized service*
 - ☐ If new central service is proposed, does the proposed facility have an approved utility plan?
 - ☐ If new central service is not proposed, is the proposed project within the service area of an existing municipal utility or wastewater treatment district, based on its approved utility plan?
 - ☐ Does the existing or proposed service provider have the capacity to serve the development in compliance with regulatory requirements?
 - ☐ Is the proposed system fiscally sound?
 - Individual sewage disposal systems (ISDS)*
 - ☐ What type of systems do the soils warrant?
 - ☐ Are there site features or areas that should be avoided as ISDS locations? What are appropriate setbacks?
 - ☐ Should certain site uses be prohibited from discharging into the ISDS? Are provisions in place to segregate and collect these discharges?

For more information, visit:

www.asu.edu/raed/proceedings/01/HOOVER/hover.htm

Checklist



NATIONAL
ASSOCIATION OF
COUNTY & CITY
HEALTH OFFICIALS

Public Health in Land Use Planning & Community Design

Water Quantity

- ☐ Is there a sustainable water supply for the proposed use?
- ☐ Has the permitting agency (e.g., State Engineer's Office) provided written confirmation that the applicant owns sufficient water rights for the proposed development?
- ☐ Does the landscaping plan include appropriate water conservation measures?
- ☐ Are there opportunities for recycling or reuse of water and wastewater generated by the project?

For more information, visit:

www.epa.gov/ost/stormwater/usw_a.pdf
www.epa.gov/ordntrnt/ORDAWebPubs/runoff.pdf
www.epa.gov/owow/nps/dicnati.pdf
www.epa.gov/livability/pdf/growthwater.pdf

Air Quality

- ☐ From an air quality perspective, is the proposed use compatible with adjacent uses?
- ☐ Will the proposed use emit air pollutants? Does it require an emissions permit?
- ☐ Are fugitive dust emissions a potential problem? During construction? Post-construction? What mitigation measures should be taken?
- ☐ Will the project be served by paved roads? If not, is paving recommended?
- ☐ Does the proposed use generate odors? If the project will emit air pollutants or odors, what measures should be employed to eliminate or mitigate the emissions?
- ☐ As the project develops, will there be adequate transportation infrastructure in place to absorb the volume of traffic generated by the project without degrading air quality?
- ☐ Is the project designed to reduce vehicle emissions? E.g. grid layout or non-circuitous street system, internal and external connectivity, mixed uses
- ☐ Is the project designed to offer and encourage the use of travel choices in addition to the automobile? E.g., Transit-friendly design, bike/pedestrian trails, etc.
- ☐ Is the project in close proximity to cell towers, power lines or other uses that emit potentially harmful electromagnetic radiation?

For more information, visit:

www.epa.gov/oaq/transport/transport01001.pdf
www.fhwa.dot.gov/environment/air_abs.htm

Opportunities for Physical Fitness

- ☐ Are open spaces and trails included to provide regular opportunity for physical activities such as walking and biking?
- ☐ Are communities built with mixed-use commercial and residential purposes, and with sidewalks so that people can walk to movies, restaurants, and so on?
- ☐ Are schools built within communities so that young people can walk to school?
- ☐ Are sidewalks wide enough for multiple uses (e.g., bikes and walkers)?
- ☐ Is lighting placed along trails and sidewalks to increase the comfort level of those using them?
- ☐ Is there park space and equipment for children to play with?

For more information, visit:

www.surgeongeneral.gov/topics/obesity/
www.sprawlwatch.org/health.pdf
www.nga.org/common/IssueBriefDetailPrint/1.1434.2473.00.html
www.vtapi.org/walkability.pdf

Transportation and Injury Prevention

- ☐ If the proposed use involves significant truck traffic, does the site plan provide adequate room for truck turnarounds and safe truck access and egress, relative to neighboring developments?
- ☐ Does the proposed project include safe routes to school with a minimum of street crossings and high visibility for children walking to school?
- ☐ Does the proposed plan include pedestrian signals and mid-street islands on busy streets, and presence of bicycle lanes and trails?
- ☐ Does the project include traffic quieting road designs in both subdivisions and shopping districts?
- ☐ Does the project provide adequate neighborhood access to public transportation?
- ☐ Does the proposed project include ramps, depressed curbs or periodic breaks in curbs that act as ramps for people with disabilities?
- ☐ Does the proposed project include voice/audio or visual clues provided at crosswalks and transit stops?
- ☐ Does the project comply with ADA requirements for design of curb ramps, cross slopes and detectable warnings for new construction or retrofit projects?

Checklist



NATIONAL
ASSOCIATION OF
COUNTY & CITY
HEALTH OFFICIALS

Public Health in Land Use Planning & Community Design

For more information, visit:

www.transact.org/Reports/driven/
www.cta.org.gov/npts/1995/doc/NPTS_Booklet.pdf
[www.aaafoundation.org/resources/index.cfm?
button=agdrtext](http://www.aaafoundation.org/resources/index.cfm?button=agdrtext)
[www.nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSI2001/
2001pedestrian.pdf](http://www.nrd.nhtsa.dot.gov/pdf/nrd-30/NCSA/TSI2001/2001pedestrian.pdf)

✓ Noise

- ☐ Is the proposed project compatible with neighboring uses from a noise perspective?
- ☐ Is the proposed project subject to nuisance noises from nearby uses such as airports, high volume roadways, industrial uses?
- ☐ Is the proposed project likely to generate noises that will create a nuisance to neighboring uses?
- ☐ Are there engineered or non-engineered measures that can be employed to mitigate nuisance noises, such as setbacks, sound walls, vegetative barriers, operational practices, and so on?

For more information, visit:

www.culturechange.org/issue19/vehicle_noise.htm
www.noiseways.org/

✓ Natural and Manmade Hazards

- ☐ Is the site in a flood or landslide prone area?
- ☐ Is the proposed use appropriate for the site, given the potential hazard(s)?
- ☐ Does the proposed use present the potential for releases or spills of toxic materials? (E.g., above or underground storage tanks, drum storage, pool chemicals, etc.)
- ☐ What measures (e.g., engineering controls, design features or buffering) should be employed to eliminate or mitigate the hazard(s)?

✓ Solid and Hazardous Waste Disposal

- ☐ Is the geology and hydrology of the site suitable for the proposed waste handling or disposal activity?
- ☐ Is the proposed waste handling or disposal activity compatible with adjacent existing or zoned uses?
- ☐ What design, operational or pollution prevention practices should be employed to reduce the likelihood of releases or to mitigate potential impacts from the proposed waste handling or disposal activity?

- ☐ Are plans in place to prevent release of hazardous materials into the environment in the event of an on-site fire?

For more information, visit:

www.plannersweb.com/sprawl/solutions_regional.html
[www.epa.gov/compliance/resources/publications/ej/
reducing_risk_com_vol1.pdf](http://www.epa.gov/compliance/resources/publications/ej/reducing_risk_com_vol1.pdf)

✓ Past Site Uses

- ☐ Is there historic evidence of solid or hazardous waste disposal or releases on or adjacent to the site? If so, is there potential for exposure or risk due to contamination or explosive gases?
- ☐ What additional information, monitoring, or mitigation measures of these sites are necessary?
- ☐ Are new industrial facilities planned? Have the potential impacts on health been assessed?

For more information, visit:

www.sustainable.doe.gov/landuse/brownf.shtml
www.brownfield.org/Action/Landuse/BAP%20land.pdf

✓ Bulk Storage Facilities (e.g., chemicals, fertilizers, etc.)

- ☐ What design, operational or pollution prevention practices should be employed to reduce the likelihood of releases or to mitigate potential impacts in the event of a release?
- ☐ Are adequate secondary containment measures proposed?
- ☐ Does the facility have an adequate proposal for or an approved spill prevention control and countermeasures (SPCC) plan?
- ☐ Is the facility near vulnerable resources that may require contingency planning for protection in the event of an on-site fire?

For more information, visit:

www.epa.gov/nerlesd1/land-sci/pdf/335feb99.pdf

✓ Zoonosis

- ☐ Is the site on or adjacent to an area that might involve the risk of zoonotic disease transmission such as West Nile virus? If so, have measures been taken to prevent spread of zoonotic diseases such as filling in pools of water or open ditches that may provide breeding grounds for mosquitos or vermin?

Checklist



NATIONAL
ASSOCIATION OF
COUNTY & CITY
HEALTH OFFICIALS

Public Health in Land Use Planning & Community Design

- ☐ Have abatement/vector control measures been considered? If lethal control is proposed, is the applicant aware of regulatory standards for controlled use of pesticides?

Additional Resources

www.nedc.org/cities/smartGrowth/solve/solveinx.asp
www.biodiversityproject.org/messagekit.htm

Health Equity

- ☐ Are disadvantaged populations at greater risk of exposure to environmental hazards?
- ☐ How are potential hazards distributed across the community among different population groups?
- ☐ Are affected residents involved in the planning process?
- ☐ Have they been involved in providing data about their neighborhoods?
- ☐ Does the proposed project present unsafe conditions or deter access and free mobility for the physically handicapped?
- ☐ Are there information barriers preventing people with disabilities from participating in the planning process?
- ☐ What is the overall picture of environmental hazards among all of the categories listed in the checklist, particularly for low-income communities?
- ☐ What zoning decisions under consideration would alleviate or exacerbate the potential for creating environmental exposures to contaminants?
- ☐ What health data exist for the community that indicate leading causes of mortality and morbidity? How might they be important for expected redevelopment?

Case Studies

www.plannersweb.com/sprawl/solutions_regional.html
www.nga.org/common/issueBriefDetailPrint/1,1434,2488,00.html

For more information, visit:

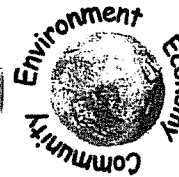
www.sprawlwatch.org/health.pdf
www.ejrc.cau.edu/natsmartgrowthinit.htm

National Association of County and City Health Officials (NACCHO)
Environmental Health Program Staff
1100 17th Street, NW • 2nd Floor • Washington, DC 20036
Phone (202) 783-5550 • Fax (202) 783-1583 • www.naccho.org

**Exhibit “D”: SAN FRANCISCO EASTERN NEIGHBORHOODS
COMMUNITY HEALTH IMPACT ASSESSMENT**

**SAN FRANCISCO
DEPARTMENT OF PUBLIC HEALTH
OCCUPATIONAL AND ENVIRONMENTAL HEALTH**

Our Mission: Ensuring safe and healthy living and working conditions for all San Franciscans



San Francisco Eastern Neighborhoods Community Health Impact Assessment

Community Council Members

American Lung Association
Asian Neighborhood Design
Center for Human Development
Charlie's Place
Citizen's Housing
Jardinere / Nextcourse
Low Income Investment Fund
Mission Community Council
Mission Economic Development Association
Mission SRO Collaborative
Neighborhood Parks Council
Okamoto-Saijo Architecture
People Organizing to Demand Environmental and Economic Rights
People Organized to Win Employment Rights
SEIU Local 790
SF Bike Coalition
SF Community Land Trust
SF Food Systems/Food Alliance
SOMA Family Resource Center
South of Market Community Action Network
South of Market Employment Center
Tenants and Owners Development Corporation
Transportation for a Livable City
Urban Habitat
Walk SF

Government Agencies Providing Technical Support

SF Department of City Planning
SF Department of Parking and Traffic
SF Department of Public Health
SF Municipal Transportation Agency
SF Police Department
SF Recreation and Park Department

Technical Advisors

Columbia University
Center for Collaborative Policy

Sponsor and Coordinator

SF Department of Public Health
Program on Health, Equity and Sustainability

Website

www.sfdph.org/phes/enchia.htm

For more information, please contact:
Lili Farhang, ENCHIA Project
Coordinator at lili.farhang@sfdph.org



Like many metropolitan areas, San Francisco must contend with multiple, and often competing, interests and needs as it makes decisions regarding economic and land use development. Ideally, City decisions will strike the right balance among social, economic, and environmental interests. However, despite the complementary goals of urban planning and public health, health considerations are typically left off of the scales.

The Eastern Neighborhoods Community Health Impact Assessment (ENCHIA) was an 18-month long process to assess the health benefits and burdens of development in several San Francisco neighborhoods, including the Mission, South of Market, and Potrero Hill. Convened and facilitated by the Program on Health, Equity, and Sustainability at the SF Department of Public Health, ENCHIA was guided by a multi-stakeholder Community Council of over 20 diverse organizations whose interests were affected by development.

Using a set of methods broadly referred to as "Health Impact Assessment" (HIA), the ENCHIA process reflected growing scientific understanding that optimal health could not be achieved by health services and individual behaviors alone but through healthful neighborhood conditions including adequate housing; access to public transit, schools, parks and public spaces; safe routes for pedestrians and bicyclists; meaningful and productive employment; unpolluted air, soil, and water; and, cooperation, trust, and civic participation.

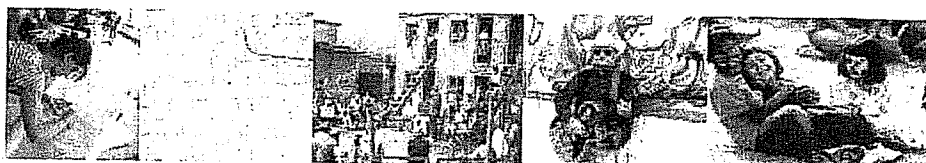
The ENCHIA process resulted in a number of important outcomes. Among them are:

- Producing a vision of a Healthy San Francisco;
- Developing community health planning objectives to reflect that *Health City Vision*;
- Identifying indicators to measure those objectives and vision;
- Generating and presenting data on those objectives and indicators to assess how the City was doing with respect to that *Vision*;
- Developing research and forecasting tools to relate planning to health outcomes;
- Developing a menu of urban policy strategies to advance those objectives; and,
- Integrating all of the above products into the *Healthy Development Measurement Tool (HDMT)*, an evidence-based support tool for healthy planning and policy-making.

ENCHIA has also resulted in a number of process outcomes. These include achieving an increased understanding of the human health impacts of development; the use of public health rhetoric and evidence in public policy dialogues and debates; new working relationships among Council members with complementary interests; and, a broadening of the horizons of a government agency.

The *Healthy Development Measurement Tool* represents the most significant product of this process. Participants in ENCHIA envision that the *Tool* might ultimately be used in a comprehensive way by many City agencies in comprehensive planning, in plan and project review, and in agency specific planning and budgeting. The SF Department of Public Health is committed to developing and maintaining the *Tool*, supporting pilot applications in San Francisco, and monitoring the progress of community health indicators.

This HIA reflects the first attempt at a comprehensive health impact assessment of land use planning in the United States. We feel successful in completing the process, maintaining stakeholder participation, and adapting and responding to challenges raised along the way. Today, as we prepare to apply the *Healthy Development Measurement Tool* to other planning contexts, we see this work as a reflection of the state of the field — a clear need for tools and methods to assess health in land use planning. We also believe this experience reflects the call for comprehensive health and social assessment, which has long been unheeded by many government agencies.



Example
from HDMT

Element B. Sustainable Transportation (ST)

Objective ST.1 Decrease private motor vehicles trips and miles traveled	
Health-based Rationale [references forthcoming] <ul style="list-style-type: none"> Location-efficient growth can allow for population and job growth without increases in VMT which is directly proportional to gasoline consumption, vehicle emissions, pedestrian injury rate, hearing, environmental noise exposure, physical inactivity, lower social cohesion. Respiratory disease (air pollution), pedestrian injury, sleep disturbance, annoyance, speech impairment, hypertension (noise), exposure to environmental contamination due to fuel and oil spills, air emissions, etc. Link physical activity and health outcomes (ie CVD, stroke, cancer) as well as costs that are saved from the prevention of these diseases. 	
Established Standards <ul style="list-style-type: none"> HP 2010 Objective 22.14: Increase the proportion of trips made by walking³⁶ HP 2010 Objective 22.15: Increase the proportion of trips made by bicycling 	
Key Indicators	Development Targets
a. Vehicle miles traveled per San Francisco resident (SF drivers only)	Development results in regional contributions to vehicle miles traveled that are: <ul style="list-style-type: none"> Min: 20% below standard area trip generation rate for type and size of project Benchmark: 30% below area trip generation rate Max: --
b. Aggregate regional vehicle miles traveled	
c. Vehicle trips per resident	Development results in vehicle trips that are: <ul style="list-style-type: none"> Min: 20% below standard area trip generation rate for type and size of project Benchmark: 30% below area trip generation rate Max: --
d. Proportion of commute trips made by walking or biking	Development results in: <ul style="list-style-type: none"> Min: 10% increase in trips made by walking or biking Benchmark: : 25% increase in trips made by walking or biking Max: 50% increase in trips made by walking or biking
e. Proportion of commute trips made by public transit	Development results in: <ul style="list-style-type: none"> Min: 10% increase in the trips made by public transportation Benchmark: 25% increase in the trips made by public transportation Max: 50% increase in the trips made by public transportation

Example
from HDMT

f. Ratio of miles of bicycle lanes and paths to miles of roads	Development includes bicycle lanes linked to the cities existing bicycle network
g. Total transport expense relative to median income	Development subsidizes public transit passes for households earning <200% of the poverty line
h. Area score on Pedestrian Environmental Quality Index ³⁷	Development ensures: <ul style="list-style-type: none"> Min: PEQI score of a rating of good Benchmark: PEQI score of very good or improves the PEQI by one rating level
i. Proportion of households owning a car	Development provides structured parking ratios at the following ratios as a maximum: <ul style="list-style-type: none"> Min: Three spaces for every four households Benchmark: One space for every two households Max: —

Policy and Design Strategy Suggestions:

- Location of development close to high capacity transit
- Increased street connectivity³⁸
- Construction of quality bike and pedestrian facilities
- Transportation impact fees based on vehicle trips generated by projects
- Congestion pricing policies on road facilities and within high traffic areas
- Reduced structured parking requirements
- Structured parking for car share programs
- No cost shuttles between worksites, homes, and regional public transit
- Employee subsidy for mass transit
- Tax incentive for mass transit
- Enhanced bicycle parking and changing facilities
- Employee parking policy parameters:³⁹
 - Preferred car pool parking
 - Minimum parking prices should exceed the unsubsidized cost of transit fares
 - Set prices at par with market price for area all day parking facilities
 - No discount for long-term passes
 - Not allowing any reserved parking spaces for individual employees at existing facilities

Consider W/D-3

D'Andre Wells/CD/CCC
02/13/2007 07:35 AM

To Patrick Roche/CD/CCC@CCC, Rose Marie
Pietras/CD/CCC@CCC, David Brockbank/CD/CCC@CCC
cc Jim Kennedy/CD/CCC@CCC

bcc

Subject Fw: Nove Property Public Hearing

— Forwarded by D'Andre Wells/CD/CCC on 02/13/2007 07:34 AM —



"marvin mendelsohn"
<marvin755@earthlink.net>

02/12/2007 08:55 PM

Please respond to
marvin755@earthlink.net

To "D'Andre Wells" <DWell@cd.cccounty.us>

cc "ACTIONMETALS" <ACTIONMETALS@covad.net>, "John
Troughton" <john_troughton@cushwake.com>

Subject Nove Property Public Hearing

Dear D'Andre,

Regarding the public hearing before the Contra Costa Board of Supervisors on the Nove Property development, my concerns are the following:

Action Metals has been located at the corner of Richmond Parkway and Pittsburg Avenue for 11 years. We've witnessed numerous automobile accidents and fatalities on that corner. We suggest an alternate truck route due to our safety concerns as well as health concerns from all the diesel fumes that would be emitted from the trucks. The K & B Bellaflora development project brought in hundreds of tons of dirt loaded onto diesel trucks, which we are sure will be duplicated by Signature Homes' project. That earthwork took over a year to be completed. Our customers' and employees' safety is our main concern. Heavy equipment such as semi-trucks and bottom loaders should not have access onto Pittsburg Avenue from the Richmond Parkway, and instead, should be routed down to Parr Boulevard and then onto 3rd. Pittsburg Avenue is too narrow to accommodate that type of equipment traffic. We feel our business will also be impacted by the heavy trucks blocking our customers' ingress and egress from our property entrance which is only 60 feet from the intersection's traffic lights located on the Richmond Parkway.

The alternate access during the construction phase of the Nove Property should be in the Conditions of Approval to insure our customers, employees, and overall business is not negatively impacted.

Please present this to the Board of Supervisors on my behalf.

Sincerely,

--- marvin mendelsohn
--- marvin755@earthlink.net

President
Action Metal Recycling