



Community Health and Wellness
City of Richmond General Plan Element 11



Community Vision

Richmond, California in 2030

Richmond is recognized as a healthy, environmentally sustainable city that actively pursues strategies to improve and sustain air and water quality, and control and remediate environmental contaminants. Residents are stewards in caring for their local community and the greater environment. The City's commitment to preventative health measures is evident in the steady decrease in the occurrence of diabetes, asthma, heart disease, cancer and other physical and emotional ailments.

Pedestrian-friendly neighborhoods contain an array of neighborhood services, schools, medical facilities and recreational destinations that can be comfortably reached by walking, bicycling or public transit. The community enjoys a broad spectrum of healthy food choices provided by nearby produce markets, full-service grocery stores, urban produce stands and farmers' markets. High-quality, clean and well-utilized parks and community facilities support residents' active lifestyles and provide safe places for social interaction.

Richmond's neighborhood schools are thriving centers that educate children and parents about healthy eating. The schools promote physical fitness as a strategy for improving learning and health. The number of residents pursuing higher education is growing and expanded local employment opportunities increasingly exceed living wage rates. Richmond offers a wide range of affordable housing options that improve the quality of life for community members. Overall, residents enjoy healthy lifestyles and are committed to teaching their children how to make healthy food and behavior choices.

Introduction

Many conditions have a profound impact on a community's ability to lead a healthy life. Communities that have access to vital resources such as recreational facilities, healthy foods, medical services, transportation options, quality and affordable housing, living-wage jobs, safe neighborhoods, and quality educational services experience better health outcomes.

Compared to the rest of Contra Costa County, a disproportionate number of Richmond residents are at high risk of developing poor health conditions. As in the rest of the County, those at greatest risk for poor health outcomes in Richmond are low-income residents of color, especially African Americans. Richmond has the highest proportion of deaths from diabetes, a higher than average rate of children requiring hospitalization due to asthma, and the second highest number of hospitalizations for mental health disorders and substance abuse. Richmond is also disproportionately affected by heart disease, cancer and stroke.

Recognizing the presence of critical health risks in the community, the City has defined public health broadly in this General Plan to address factors that

result in health disparities such as socioeconomic conditions, environmental quality and the quality of the built environment. By developing specific policies and implementing actions that relate to both physical and socioeconomic conditions, the City can work toward reducing critical health risks in the community and improving the health of all Richmond residents.

The Community Health and Wellness Element:

- Describes the status of health and wellness in Richmond, including a review of current conditions relative to specific healthy living determinants;
- Highlights key findings and recommendations based on an existing conditions analysis;
- Defines goals for promoting healthy living;
- Identifies policies and implementing actions to address challenges and articulate opportunities to foster health and wellness in Richmond;
- Provides a summary table identifying lead responsibilities for each implementing action; and
- Reviews the existing regulatory framework that guides health and wellness planning efforts.

Purpose of the Element

The Community Health and Wellness Element establishes a strong policy framework for developing conditions that will improve the physical health and emotional well-being of Richmond residents. The Element also endeavors to strengthen links between new trends in compact community design, sustainability, walkability, “smart growth,” to improvements in community health.

Legal Requirement

While general plans typically address concerns relating primarily to the built environment, the City of Richmond seeks to elevate the vitality of its citizens by including a comprehensive element dedicated to health and wellness in its General Plan. Although the Community Health and Wellness Element is not a state-mandated element, the City believes that its inclusion in the General Plan ensures that public health and wellness remains a top City priority. The Element is consistent with Section 65303 of the State of California Government Code which allows local jurisdictions to adopt additional elements to those required by state law when they relate to the physical development of the jurisdiction.

Richmond Today

Richmond is the largest of five cities located in western Contra Costa County. It is a transportation hub with diverse auto, rail and local transportation options and an active deep water sea port. Richmond's rich cultural and industrial history dating back to the early 19th century was shaped dramatically by its role as home to major World War II shipyards and industries. Although Richmond's industrial development continues to be a source of both pride and employment, it also poses significant challenges affecting the health and well-being of its residents.

At the time of this publication, one-fifth of Contra Costa County residents live in poverty. In fact 17,000 households in the County have extremely low incomes and are at risk of homelessness. The County is home to both some of the finest as well as some of the lowest performing schools in the state. However, the top performing schools are a minority. The average Contra Costa public school class ranks 53rd out of the 58 California counties. Health inequities within the County are severe. African Americans experience higher rates of mortality from a range of causes including cancer, diabetes, heart disease, infant death and homicide. The County also exhibits the highest mortality rate for youth ages 15 to 24 in the Bay Area region.

Like the County, the City of Richmond is marked by dramatic health inequities. Consistent with conditions in other cities that have experienced a decline in industrial activity, the poverty rate in Richmond is double that of the County. Richmond



Farmers' markets and community gardens provide an excellent source of fresh, locally grown and often organic food products.

residents experience greater death and disease rates than the County overall. Residents of Richmond experience a high incidence of death from diabetes, a much higher than average rate of children requiring hospitalization due to asthma, and a very high number of hospitalizations for mental health disorders and substance abuse. Richmond residents are also disproportionately affected by heart disease, cancer and stroke. As in the rest of the County, the greatest risks for poor health outcomes in Richmond fall disproportionately on low-income residents of color, especially African Americans.

Healthy Living Determinants

A community's overall health depends on many socioeconomic factors, however, health is also a function of the environment in which residents live and work. Critical determinants of healthy living environments include access to:

- **Parks and recreational facilities;**
- **Healthy foods;**
- **Medical services;**
- **Walking, bicycling and public transit;**
- **High-quality and affordable housing;**
- **Economic opportunities;**
- **Walkable neighborhoods with access to services;**
- **Safe neighborhoods and public spaces;**
- **Environmental quality; and**
- **Sustainable development.**

These healthy living determinants are defined in more detail in the pages that follow. The description of each determinant is followed by a short discussion of conditions in Richmond relative to the particular determinant.

Parks and Recreational Facilities

Convenient access to parks, open space, quality recreational facilities, and programs result in an increase of physical activity. The many health benefits of physical activity include: reduced risks of coronary heart disease, hypertension, stroke, some cancers, diabetes, and a reduced risk of premature mortality. Regular participation in physical activity can also provide social and emotional benefits by reducing depression, stress and anxiety, improving mood and enhancing the ability to perform daily tasks.

Current Conditions

Due to Richmond’s unique location and proximity to the San Francisco Bay, San Pablo Bay, and the El Sobrante Valley, over 75% of Richmond residents live within walking distance of a park, open space or shoreline. About half of Richmond residents have poor proximity to other recreational facilities. Although school grounds generally have the potential to double as neighborhood serving recreational facilities and most Richmond neighborhoods have convenient access to schools, most of Richmond’s public schools do not meet the state standards for adequate play areas. Deferred maintenance and



Convenient access to open space provides opportunities for increasing physical activity.

upgrades have also contributed to lower levels of utilization at other neighborhood serving recreational facilities.

Table 11.1 reflects the distribution of existing park acreage in four city districts. Central Richmond contains the largest number of facilities (34) and the smallest total acreage (110). By comparison, El Sobrante Valley has a more dispersed population living in close proximity to over 2,400 acres of open space. This distribution suggests a need to:

- Increase the amount of open space within Central Richmond;
- Increase use of public plazas, school grounds and other existing open spaces located in existing neighborhoods; and
- Improve access to the large parks and open spaces located near the City’s shoreline and in outlying areas.

Table 11.1 Park Acreage by Planning Area

Richmond Planning Areas	Population (2000 Census)	Number of Facilities	Acres of Parks and Open Space	Acres per 1,000 Population
Central Richmond	69,581	34	110	1.6
Southern Shoreline Area	6,249	10	687	110.0
Hilltop Area	13,490	7	2,383	177.0
El Sobrante Valley	9,832	5	2,448	249.0



Small grocery stores located on Macdonald Avenue, 23rd Street, Cutting Boulevard and San Pablo Avenue provide improved access to fruits and vegetables.

Healthy Foods

A healthy community offers access to an affordable and abundant selection of fresh produce, grocery stores, farmers' markets and community gardens. Consuming locally produced foods can reduce the need for long-distance shipping, which can reduce the environmental impact of food production and distribution.

Current Conditions

Despite Richmond's many small grocery stores located along its commercial corridors and numerous informal fruit and vegetables street vendors, a majority of residents do not have sufficient and convenient access to fresh produce markets or full-service grocery stores. Many residents actually have more convenient access to fast food than to produce markets or grocery stores. In fact, the average number of fast food restaurants and convenience stores relative to supermarkets is higher in Richmond than in the County as a whole. Surveys have found that for every supermarket or farmer's market located in

Richmond, there are at least six fast food restaurants and convenience stores.

About 70% of Richmond's roughly 6,000 residents who are eligible for federal food assistance programs are not enrolled. This represents a highly underutilized resource for potentially improved nutrition and a loss of revenue for local food stores.

Access to Medical Services

A healthy community contains top quality medical facilities that provide affordable health care services. The availability of primary care has a role in preserving good health and preventing morbidity and hospitalizations from chronic and communicable diseases. Where health facilities are located near public transit, ease of access is enhanced for those who do not drive or own cars.

Current Conditions

A number of public, private and nonprofit facilities provide health services for residents in Richmond.

The Richmond Health Center, owned and operated by Contra Costa Health Services (CCHS), provides routine and preventative health services for residents. The Center specializes in family practice including pediatrics and women's health.

Contra Costa Health Services also operates the North Richmond Center for Health which provides more limited services. In addition, Brookside Community Health Center located in San Pablo offers non-emergency health care services. Planned Parenthood operates two offices in Richmond that provide family planning services. The Chevron Emergency Information Center in Richmond serves as a regional poison control center for residents. The Richmond Medical Center, a Kaiser Permanente facility, provides the City's emergency care.

A significant number of Richmond residents rely on public transit as their primary means of transportation, therefore, efficient public transportation connections to community health facilities

Local Sustainable Food Systems



A healthy community offers access to an affordable and abundant selection of healthy fresh produce, grocery stores, farmers' markets and community gardens.

Building a sustainable local food system requires comprehensive approaches to meeting the food needs. A food system refers to all of the events that bring food to our table and how it is disposed.

Efforts to build sustainable local food systems provide the following benefits to a community:

- Food security, which improves access to affordable healthy foods and an improved diet.
- Economic Development, which increases production of food at a local level leading to more jobs and reduced food costs.
- Sustainability, which increases reliable sources of healthy food at stable and affordable prices.

Elements of a sustainable local food system include:

- **Farmers' Markets** provide the opportunity for consumers to purchase local fruits and vegetables and for farmers to educate their customers.
- **Community Supported Agriculture (CSA)** is an arrangement where consumers purchase produce directly from a local farmer in advance and in exchange for a regular delivery of in-season crops.
- **Urban Agriculture** includes community and school gardens and larger urban farms which are an important source of fresh produce, thereby increasing dietary quality and food security.
- **Federal Food Assistance** Programs not only prevent hunger and promote health, but federal dollars invested in food assistance programs also provide economic support to participating individuals and families and to the local economy as well. Stores, restaurants and farmers benefit from funds earmarked for food purchases.
- **Food Retail** is vital in improving the sustainability of the food system. Food retail can be in the form of large grocery stores, small neighborhood markets and fresh produce stands. Food retail has the potential to revitalize neighborhoods and commercial centers and improve access to a healthy diet, particularly for populations in underserved areas.

are especially important. Most Richmond residents can reach a primary care facility within 30 minutes by public transit. With only one emergency care facility, Richmond residents including low-income households, seniors, people with disabilities and those who are transit-dependent may be particularly vulnerable in the event of an emergency or natural disaster.

Walking, Bicycling and Public Transit

Healthy communities are designed to encourage walking, biking and use of public transit. Street design, land use and site planning, safe routes, and the availability of public transit can impact pedestrian use and outdoor activity. Walking or bicycling to school or work for daily errands and for recreation increases overall physical activity and contributes to physical health. Increased exercise reduces the risk of a range of health ailments such as respiratory disease, cardiovascular mortality, hypertension and obesity. Using public transportation also helps individuals meet minimum daily requirements for physical activity and curbs air pollution.

Alternative modes of transportation contribute to a reduction in vehicle miles traveled, overall vehicle emissions and noise and potential exposure to environmental contamination due to fuel and oil spills. Where homes, businesses and community destinations are located near transit, studies indicate that over a span of time people will rely less on single car trips and improve social, medical, employment and recreational activities within their neighborhoods.



Walking or bicycling to school or work increases overall physical activity and contributes to physical health

Current Conditions

Richmond residents have access to a range of public transit options including: Bay Area Rapid Transit (BART), Amtrak, Alameda-Contra Costa Transit (AC Transit) and a City operated paratransit system. Nearly 15% of residents use public transit to travel to work. Most residents and businesses are well served by local and regional transit stops, with over 95% of Richmond residents and 85% of jobs located within a quarter-mile of a local public transit stop. Approximately 13% of Richmond households do not have access to an automobile and are entirely dependent on public transit.

Although less than 3% of Richmond residents walk or bike to work, the City has a high rate of pedestrian and bicycle injuries. Twenty-five percent of residents are located within comfortable walking distance of an elementary or middle school. However, only 25% of Richmond's 22 schools are directly served by a designated bike path.



Many of Richmond's neighborhoods contain small cottages and bungalows that were constructed between 1900 and 1940.

High-Quality and Affordable Housing

Within a healthy community, residents have access to a variety of integrated, affordable housing options. The lack of adequate and quality affordable housing may force families to seek substandard forms of shelter, compromising their health and well-being. This can result in overcrowding, overpayment, longer work commutes and other deficiencies.

Residents of substandard housing are at increased risk for fire, electrical injuries, lead poisoning, rodent infestation, mold, childhood asthma and other illnesses and injuries. Overcrowded housing conditions can contribute to higher mortality rates, infectious disease, inhibited childhood development and stress. Excessive rent or housing cost burdens contribute to mental stress, hunger and overcrowding. Conversely, lower housing costs result in more disposable income for essential non-housing needs, allowing a more balanced lifestyle.

Current Conditions

Although the City has consistently met and exceeded regional affordable housing objectives, it is committed to doing more to address this chronic problem. Between 2000 and 2005, about 3,700 residential units were either completed or under construction in Richmond. The regional housing share for Richmond in this time frame was 2,603 units. A significant proportion of these units (26%) were targeted for very low or low-income households with eight percent for moderate income households. However prior to the housing and foreclosure crisis which began in 2007, many Richmond residents were either paying housing prices beyond their means or living in overcrowded conditions. This may be largely due to lower household incomes rather than a lack of affordable housing in Richmond.

Based on 2000 Census data, nearly 16% of owner-occupied households and 20% of renter-occupied households in Richmond were paying more than 30% of their income for housing. In addition, about 15% of households in Richmond were overcrowded. In 2005, five percent of Richmond's 37,806 housing units were assisted, either through the Low Income Housing Tax Credit Program, Mortgage Revenue Bonds, Public Housing Authority, Section 202 or Section 8 units. Out of these 1,928 units, 790 units were considered "at-risk" of losing affordability restrictions.

Many of Richmond's neighborhoods contain small cottages and bungalows that were constructed between 1900 and 1940. While some of these homes have been meticulously maintained by

their owners, others have fallen into disrepair and are in need of renovation. In many instances where older buildings have been continuously occupied but poorly maintained, occupants face health risks resulting from the presence of lead paint, molds and mildew, deteriorating carpet, and poor air circulation. For many years, Richmond has sponsored a "healthy homes" program that is designed to address these problems. However, given the large number of apartment buildings in the City, much work remains to be done to improve the quality of existing housing located in Central Richmond neighborhoods.

Economic Opportunity

Residents of a healthy community have access to a variety of jobs that pay living wages and are located in work areas that are clean and safe. Unemployment and lack of sufficient income are strong determinants of health outcomes. Studies indicate that individuals in households making less than a living wage live fewer years. Children of families earning less than a living wage are less likely to graduate from high school. Attainment of self-sufficiency income predicts better health, improved nutrition, lower mortality and indirect health benefits such as reduced communicable diseases and reduced community violence.

Current Conditions

Poverty and unemployment in Richmond are higher than the regional average. In addition, 55% of jobs in Richmond do not provide self-sufficiency income for a family of four. Industry sectors that provide living-wage jobs continued to decline in both the City and the region between 2001 and 2010.



The redevelopment of the Ford Assembly Building has brought economic opportunities to Richmond.

Industry sectors that provide lower than average payroll grew more quickly during the same time period. Residents have limited access to capital and capital equity with approximately 60% of owner-occupied housing units in Richmond as compared to the national average at about 67%. The homeownership rate in 19 of Richmond's 35 neighborhoods is less than 50%.

Walkable Neighborhoods

A healthy community with complete neighborhoods is supported by a well-rounded offering of destinations that are located within a comfortable walking distance. This includes convenient access to grocery stores, restaurants, drug and hardware stores, parks, community facilities and schools. Convenient access to shop and office operators who provide routine services promotes physical activity, reduces vehicle miles traveled and increases neighborhood cohesion and safety.



Walkable neighborhoods with access to services promote physical activity, reduce vehicle trips and increase neighborhood cohesion.

Current Conditions

Residents in Richmond's older neighborhoods could benefit from improved access to daily goods and services. The Point Richmond District provides a good example of a neighborhood that offers access to retail, employment and services within walking distance of homes. Similar development patterns were established in other areas of the City, however, these neighborhood nodes deteriorated following the arrival of regional shopping centers and superstores. During the 1960s, many of the City's neighborhood streets were widened to better accommodate automobiles. New street designs eliminated curbside planting strips, narrowed sidewalks, and eliminated curbside parking. These changes created conditions that continue to be unfavorable for pedestrians.

Safe Neighborhoods and Public Spaces

A healthy community is safe, attractive, and clean. It includes active neighborhoods and public spaces and facilitate natural surveillance.

A variety of factors can have a negative impact on overall community safety including: the presence of gangs and drugs; guns; liquor stores; underemployment; unemployment; and lack of community activities for families and youth. Violence affects the physical and mental health of victims, families, friends and neighbors. It also adversely impacts the social and economic well-being of neighborhoods. The perception of potential exposure to violence has a profoundly negative influence on business investment, job and housing security, educational attainment and community cohesion.

In neighborhoods where residents believe their streets are not safe, they spend more time inside their homes. This can lead to higher levels of isolation and sickness related to poor physical fitness such as obesity, diabetes and high blood pressure. Furthermore, criminal activity tends to be higher where there is a low public presence.

Current Conditions

Community safety is a critical concern in many neighborhoods that experience high rates of crime and violence. The number of violent assaults per capita in Richmond is more than twice that in surrounding cities. More than two-thirds of these assaults were concentrated in six of Richmond's 35 neighborhoods. In 2005, there were a total of 40 homicides in Richmond. Approximately 15% of these homicides and 10% of violent assaults

occurred within 100 feet of a park, heightening safety concerns for children, families and seniors who regularly visit the City's public parks.

Pedestrian-scale lighting in the Filbert Street/3rd Street area of North Richmond has made an important contribution in improving nighttime visibility and safety, and can serve as a model for improvement in other neighborhoods.

The density of liquor stores has been correlated to a higher incidence of traffic accidents and increases in physical assaults. Several City neighborhoods have high concentrations of liquor stores with a majority concentrated along segments of 23rd Street, 13th Street, and Cutting Boulevard and Barrett Avenue. Certain neighborhoods are more significantly affected with more than 60% of liquor stores located in just six of Richmond's 35 neighborhoods: Richmond Triangle, North and East, Santa Fe, Belding Woods, Shields-Reid and May Valley.

Environmental Quality

Local environmental conditions have an impact on community health. Epidemiologic studies have consistently found associations between living near busy roadways on heavy industrial processing facilities and the incidence of respiratory disease symptoms, such as asthma. Diesel particulate matter has acute short-term impacts and a disproportionate effect on the elderly, children, people with illnesses or others who are sensitive to air pollutants.

Chronic exposure to sudden noises associated with emergencies (sirens, screeching brakes, explosions, crashes) can result in sleep disturbance, cognitive

impairment, hypertension and stress hormone activation. Particulates that settle on roads from engines and industrial processes, brake shoe dust from motor vehicles, oil residue and other by-products of modern industrial living can contaminate streams, creeks and waterways that eventually reach the Bay. Second-hand smoking is another serious toxic air contaminant that causes or contributes to an increase in deaths or serious illness or poses a hazard to human health, especially children. Trees capture air pollution, reduce carbon dioxide and increase oxygen. Runoff can be controlled via soil infiltration, vegetation, increased pervious surfacing and on-site contaminants.

Current Conditions

Many Richmond residents, especially those living in Central Richmond and along the shoreline, are affected by environmental pollutants generated by existing industries and contaminants left behind by industries that have closed. Most contaminated sites in the City are located in the industrial zone south of Interstate 580 and west of Richmond Parkway. About 1,050 acres in 41 parcels are recognized by the California Department of Toxic Substances (DTSC) in Richmond as contaminated sites.

The City has a 32-mile shoreline, most of which is in industrial or port use. Some segments of creeks, wetlands and shoreline areas in Richmond have been restored, while many others still need improvement. About 25% of Richmond residents live within the impact areas of business or industries that generate high emissions or within 500 feet of busy roadways. About 23% of the population and three schools are within 500 feet of a freeway or truck route.

The number of air quality incidents per capita in Richmond was 14 times higher than the Bay Area average. Diesel particulate matter (DPM) per square mile per year released in Richmond is six times higher than the County average and 40 times higher than the state average. More than 60% of the diesel pollution in Richmond comes from ships and commercial vessels, about 20% from diesel locomotives and about 10% each from heavy duty trucks and construction equipment.

Major sources of noise pollution in Richmond include motor vehicle traffic on arterials or freeways. Other sources of noise pollution include railroads and industrial activity.

Sustainable Development and Practices

A healthy community promotes environmental protection, wise use of resources, sustainability and stewardship. Sustainable development practices increase the efficiency with which buildings use resources and reduce impacts on human health and the environment through better siting, design, construction, operation and maintenance.

Examples of green building practices include passive heating and cooling systems, construction with recycled materials and drought-tolerant landscaping. Trees can be planted to provide natural cooling and reduce energy demand and consumption. For residents enjoying the outdoors in tree-shaded areas, tree cover (or urban forest) translates into reduced exposure to ultraviolet radiation and a reduced risk of skin cancer. Recycling and composting helps improve air, land and water quality, as well as reduce energy demand. Green businesses can reduce

occupational and environmental exposures to toxic chemicals.

Current Conditions

The City has made efforts to reduce its energy footprint and waste stream. About 3.5% of the water consumed by Richmond residents is conserved or recycled, most of which is used in the refinery or for landscaping. About 12% of the energy consumed in Richmond is produced by PG&E from renewable sources. Less than a quarter of the waste in Richmond is recycled or composted, compared to more than 50% in Contra Costa County as a whole (2005).

While only 1% of businesses in Richmond are recognized by the County's Green Business Program and few City facilities currently meet Leadership in Energy and Environmental Design (LEED) green standards, the City is making a concerted effort to make improvements in the area of environmental sustainability. The Civic Center is one of the first LEED-certified (Gold) buildings in Richmond and the City has adopted a green building ordinance for both public and private development.

Key Findings and Recommendations

Since its founding in 1905, Richmond has been known for its industrial and port uses. Today, the City hosts petrochemical and other heavy manufacturers, railroads, and a sea port. Housing, parks, schools and street infrastructure were developed to accommodate the growing numbers of workers attracted to the area by employment opportunities that were generated by the sudden growth of the World War II defense industry.

As industrial activity has subsided, large parcels of underutilized and often contaminated sites were left behind. These sites pose significant health concerns for residents. Exposure to pollutants, noise, industrial blight and disinvestment has significantly impacted the quality of the urban environment.

Consistent with other cities, predominant reliance on the automobile through the 20th century has resulted in an urban fabric characterized by wide streets, separated neighborhoods and diffused economic and social energy. Many wide streets originally designed to carry regional traffic through Richmond are no longer relevant since major traffic volume has shifted to nearby highways. In addition, with fewer people using local streets, activity along traditional commercial corridors has further declined. The disbursement of services, facilities, and employment centers based upon automobile transportation has a range of health, safety, and sustainability impacts.



Richmond hosts petrochemical and other heavy manufacturers.

As the City looks to the future, a focus on healthy development can address many of the community's key issues, opportunities and priorities related to the design of the built environment and public health. The following key findings and recommendations are derived from the existing conditions in Richmond as well as the community's vision for the future.

Finding 1: Richmond has an adequate number of parks citywide, however; the total park acreage in Central Richmond neighborhoods is low, and many of the older urban parks need to be updated and maintained in order to attract today's users.

Most residents in the City live close to parks, play lots or school playgrounds. However, the size and quality of these facilities can be improved to better serve the needs of current and future residents. Richmond also has a significant amount of regional



Total park acreage in Central Richmond is low and is in need of upgrades and maintenance to attract users.

open space located near city limits. Richmond can improve community health by:

- Improving access and linkages from neighborhoods to existing parks, open space and shoreline;
- Promoting joint-use projects and programs with local schools to maximize the use of existing resources and increase the availability of parks and play areas within neighborhoods;
- Emphasizing ongoing maintenance and upgrading facilities that are in need;
- Developing nontraditional green spaces such as linear parks, community gardens, restored creek corridors and multi-use plazas;
- Intensifying programming of existing facilities to maximize use; and



Strategies for improving the availability of healthy food in the City include attracting new grocery stores to the community.

- Exploring the potential for adding parks, playgrounds and plazas in Central Richmond neighborhoods.

Finding 2: Richmond lacks adequate healthy food outlets and full-service grocery stores to provide food security for many of its citizens.

National brand fast food “chain” restaurants are abundant, especially in low-income neighborhoods where many residents have better access to fast food restaurants than to grocery stores. As fuel and food prices rise, low-income residents are especially vulnerable to poor nutrition and even hunger. Strategies for improving the availability of healthy food in the City include:

- Attracting new grocery stores to the community, especially in neighborhoods lacking healthy food options;

- Supporting farmers’ markets and urban farm stands, and encouraging ethnic and convenience stores to carry more fresh fruits and vegetables;
- Growing healthy food locally by promoting community gardens, local agriculture and school gardens;
- Connecting low-income families and people experiencing homelessness to access food assistance programs such as WIC, SNAP and local food banks; and
- Educating small family-owned grocers and mobile food vendors about nutrition and encouraging them to set higher nutritional standards for food products they offer.

Finding 3: Medical facilities in Richmond are served by public transit, however; emergency services are limited.

Most residents can take public transit to medical facilities within the City, but service on nights and weekends is not adequate. Due to the fragmented City boundary, private emergency services for Richmond residents can be unpredictable. Improving access to medical facilities in the City may include:

- Exploring the potential for establishing neighborhood-based medical services;
- Enhancing public transit and paratransit service to existing and proposed medical facilities; and
- Coordinating with regional agencies to plan for emergencies and natural disasters.

Finding 4: While most residents have access to public transit and paratransit services, frequency must increase in order to increase use.

Richmond has an extensive system of local and regional transit. However, service on nights and weekends is not adequate. Safety and maintenance of transit stations and vehicles is also a concern.

Most of Central Richmond is supported by a grid street system, which provides efficient driving and pedestrian connectivity and linkages across neighborhoods. However, streets and intersections were modified over the years to favor automobiles and they are not necessarily safe for pedestrians and bicyclists. Ways to improve street safety include:

- Encouraging development of more public transit options for residents, workers, seniors, low-income households, youth and people with disabilities;
- Upgrading the pedestrian and bicycle infrastructure to make it more safe and convenient; and
- Improving links between neighborhoods and community amenities such as schools, parks and local retailers.

Finding 5: Richmond continues to provide its regional fair share of new affordable housing units, but much of the existing housing stock needs maintenance and safety upgrades.

Richmond is one the most affordable places in the San Francisco Bay Area to rent or own a home. For a large proportion of low-income households, affordability and overcrowding remain concerns.

11 Community Health and Wellness

Since much of the housing stock is old, seismic safety, lead, mold, asbestos exposure and inadequate seismic bracing are potential threats to human health. The following strategies will be explored in working toward improving access to quality and affordable housing:

- Integrating rental, subsidized and market-rate housing into future neighborhoods to change the social conditions that contribute to isolation, crime and violence;
- Supporting development of a wide range of housing including single room occupancy cooperatives (SRO), duplexes, triplexes, fourplexes and larger apartment and condominium projects;
- Upgrading and improving existing housing units that are not up-to-code while protecting architectural and neighborhood character;
- Expanding lead and asbestos abatement grant programs for low-income households;
- Providing low-interest loans to seniors for improving existing housing;
- Connecting people and families that experience homelessness to available services.

Finding 6: Many Richmond residents are not adequately trained to compete for high-skill jobs in the region.

Richmond has high poverty and unemployment rates compared to the Bay Area region. Some residents are under-prepared to compete for well-paying jobs locally and in the greater Bay Area. And, with more than 50% of the available jobs in the City



Additional programs are needed to prepare Richmond's labor force for today's high-skilled jobs.

providing less than a living wage, the ability of most households to build wealth and pay for essential services is constrained. A range of measures will be considered in expanding economic opportunities including:

- Attracting and retaining quality jobs for Richmond residents that pay living wages;
- Supporting workforce training, recruitment and placement programs that allow residents to benefit from new jobs in the region; and
- Developing incentives that support the establishment of new business enterprises.

Finding 7: Few neighborhoods in Richmond provide a range of daily goods and services to residents within walking distance of their homes.

Richmond has fewer local retail shops, main street services and independently operated restaurants

and services compared to neighboring jurisdictions. While some neighborhoods have a cluster of local goods and services in proximity to homes, most residents must use automobile transportation in order to access basic amenities such as medical clinics and grocery stores.

- Support efforts and develop programs that will encourage a mix of uses in neighborhoods along key corridors and at major intersections to increase access to daily goods and services for residents.

Finding 8: Richmond has a high incidence of violent crimes, especially in low-income neighborhoods.

Many areas in the City including parks, playgrounds and commercial corridors experience a high incidence of crime. Safety around schools and parks is a major concern. Ways to curb violence and improve safety in public areas and neighborhoods include:

- Improving coordination with active neighborhood councils and associations, citizen groups and civic organizations to provide neighborhood watch and citizen surveillance;
- Continue efforts to reduce the number of liquor stores, especially around schools and play lots and in low-income neighborhoods;
- Providing pedestrian-scale street lighting in neighborhoods and public areas;
- Increasing the number of Office of Neighborhood Safety (ONS) staff and police officers;

- Promoting design guidelines and standards that deter crime and increase natural surveillance while also improving the quality of streets and public gathering spaces; and
- Articulating and promoting an exciting and promising city vision in schools, the media, churches and public meetings.

Finding 9: Although Richmond benefits from its strategic location in the Bay Area and surrounding natural resources, many residents and workers are impacted by air, water, soil and noise pollution.

Richmond hosts many heavy industrial uses including a seaport, major refinery, and significant railroad terminal that contribute to local air and noise pollution. Many abandoned or underutilized industrial sites are contaminated and stormwater runoff from these sites can affect creeks and inlets. Improvements to environmental quality can be achieved by:

- Working with local regulatory agencies and industrial operators to reduce harmful emissions from industry, ships, trucks and private automobiles while reducing exposure to sensitive population groups such as children and seniors;
- Protecting the natural environment by identifying and implementing strategies that will mitigate the impacts of pollution and provide natural habitat for plant and animal species; and
- Requiring remediation of contaminated sites to reduce risk to public health and reclaim land for future reuse.



Green infrastructure such as bioswales, rain gardens, and vegetated roofs will help the City become more sustainable.

Finding 10: Richmond is committed to recycling, conservation, waste reduction and green infrastructure and buildings, but there is further potential for the City to become more sustainable.

The City relies on utilities and municipal districts to provide water, energy and waste disposal. While many of the service providers are moving towards more sustainable practices, residents, businesses and City government are getting involved by using recycled water for landscaping, switching to energy-efficient fixtures and appliances, walking and bicycling, using energy-efficient vehicles and developing green standards for buildings, landscaping and infrastructure. Richmond can become even more green and sustainable by:

- Promoting energy and water conservation, increasing use of recycled water, reducing waste

and implementing green building requirements to reduce the City's overall energy footprint;

- Encouraging and supporting renewable energy production, low emission and energy-efficient vehicles and green businesses; and
- Supporting land use patterns that reduce dependence on automobiles by encouraging walking, bicycling and use of public transit.

Goals

GOAL HW1

Improved Access to Parks, Recreation and Open Space

Improve access to a variety of high-quality, well-activated parks and recreational opportunities for all residents. Locate resources and programming that support a range of activities close to neighborhoods. Provide opportunities for increased physical activity and social interaction by providing well-maintained playgrounds, parks and open space provide.

GOAL HW2

Expanded Access to Healthy Food and Nutrition Choices

Promote expanded access to affordable and nutritious foods for residents through grocery stores, community gardens, urban agriculture and local markets that provide a range of fresh fruits and vegetables to expand nutritional choices.

GOAL HW3

Improved Access to Medical Services

Promote improved access to primary and emergency health care facilities and medical services for all residents. Convenient transportation options allow people of all ages, physical abilities and socioeconomic status to access medical assistance.

GOAL HW4

Safe and Convenient Public Transit and Active Circulation Options

Support access to adequate and safe public transit and active circulation options that increase physical activity, reduce air and noise pollution and make streets safe for people of all ages.

GOAL HW5

A Range of Quality and Affordable Housing

Promote stable and integrated communities and healthy living conditions for all residents by continuing to support projects that provide high quality, affordable housing. Well-designed, affordable and well-maintained housing contributes to: neighborhood stability; greater socioeconomic integration; reduced overcrowding; and improved living conditions for all.

GOAL HW6

Expanded Economic Opportunity

Promote equitable access to economic opportunities that provide the material and social means for human development and upward mobility in the community.

GOAL HW7

Complete Neighborhoods

Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes. Neighborhood-serving retail, parks, pedestrian connections and other amenities can contribute to neighborhood stability, greater social cohesion and improved safety.

GOAL HW8**Improved Safety in Neighborhoods and Public Spaces**

Facilitate social interaction and foster a sense of identity and community pride by increasing safety in neighborhoods and public spaces. Safe, well-patrolled streets, parks and schools provide places for public gathering and social interaction.

GOAL HW9**Improved Environmental Quality**

Continue to support projects that improve the quality of built and natural environments to support a thriving community and to reduce disparate health and environmental impacts, especially to low-income and disadvantaged communities. Clean air, water and soil, and a healthy eco-system are critical for human development and contribute to reduced toxic exposure, incidence of disease and environmental degradation.

GOAL HW10**Green and Sustainable Development and Practices**

Promote green and sustainable development and practices to support a healthy local economy, protect the environment and improve the quality of life for all residents.

GOAL HW11**Leadership in Building Healthy Communities**

Continue to craft proactive policies that address: design of built environment; effective programs and services; strong partnerships with health providers and agencies; and community engagement to influence policies and decisions at regional, state and national levels to promote the health and well being of residents.

Policies and Implementing Actions

A range of policies and implementing actions are outlined below in relation to each of the goals. These policies mandate, encourage or allow certain actions to be pursued throughout the duration of the General Plan. Together they serve as strategic directions for City staff and partners, highlighting where time and resources should be focused.

Each policy may either be correlated with a number of actions, or simply a single key implementing action. Conversely, some actions may support a range of policies. The policies and implementing actions are organized in two parts. First, all goal-related policies are described and each policy description is followed by a list of its associated implementing actions. Then, implementing actions are described in greater detail in the following section.

GOAL HW1**Improved Access to Parks and Open Space*****Policy HW1.1******An Integrated System of Parks, Plazas, Playgrounds and Open Space***

Provide a comprehensive and integrated system of parks, plazas, playgrounds, trails and open space. The community's current and future needs for quality outdoor space can be met by improving existing parks, creating linear greenways in established neighborhoods, and creating new parks, plazas and open space in new developments. A comprehensive, integrated system should include parks, playgrounds, community greens, greenways and trails. Ensure adequate maintenance of these facilities to encourage safe and active use.

Policy HW1.2***Diverse Range of Park Types and Functions***

Continue to provide a diverse range of park types, functions and recreational opportunities to meet the physical and social needs of the community. Regularly review the design and programming of all City parks to expand and diversify uses.

See also: PR1.1

Policy HW1.3***Recreation Programs and Services***

Expand and tailor recreational programs and services to meet evolving community needs. Programs and services should remain accessible and relevant to today's residents, responding to unique cultural, historic and social needs as well as changing demographics.

See also: PR5.1

Policy HW1.4***Quality Recreational Facilities***

Provide a range of quality recreational facilities that are well maintained, have adequate lighting, signage, hours of operation and represent the multi-ethnic and multicultural needs of the community. Providing facility upgrades may increase capacity to attract people from neighborhoods that are currently underserved.

Policy HW1.5***Joint-Use Opportunities***

Promote access to non-City operated parks and recreational facilities. Existing resources operated by the East Bay Regional Parks District, school district, community groups or others may support residents' interim needs for convenient access to parks and community centers. Joint-use opportunities serve to more efficiently utilize existing facilities and amenities, host programs in convenient neighborhood locations, better activate community areas so that they are in use during the day and in the evenings and enable the City and partners to share the cost of maintenance, upgrades and improvements for the benefit of the entire community.

See also: PR1.4

GOAL HW1

Improved Access to Parks and Open Space

Policy HW1.6

Safe Public Spaces and Facilities

Protect visitors of parks and recreational facilities from exposure to structural and safety hazards, wildland fires, crime and other natural or human-induced incidents and promote park and facility design that discourages vandalism, deters crime, provides natural surveillance and creates a safe and comfortable environment. Improving public safety can be accomplished by appropriately designing parks, trails and recreation facilities, and by providing safe outdoor play structures and equipment in City-owned and operated facilities. Ensure fire safety in areas adjacent to open spaces prone to wild fires.

See also: PR2.2

Policy HW1.7

Access to Large-Scale Natural Areas

Improve access to large-scale natural areas located in the City including regional parks along the shoreline and in the hills. These areas should be open for controlled access to improve public enjoyment and interpretation. Access should be limited where natural habitat is extremely sensitive. Work with transit agencies to improve connections and access to open space and recreation facilities from all Richmond neighborhoods.

See also: CN2.5; PR4.1

Policy HW1.8

Shoreline Access and Development

Enhance public access to and encourage development of sports and recreation activities along the Richmond's shoreline to encourage environmental awareness and improve public health and fitness. Encourage the development of sports and recreation activities along Richmond's waterfront.

See also: PR4.2

GOAL HW1

Improved Access to Parks and Open Space

Policy HW1.9***Equitable Distribution of Park and Recreation Facilities***

Expand park and recreation opportunities in all neighborhoods and ensure that they are offered within comfortable walking distance of homes, schools and businesses in order to encourage more physically and socially active lifestyles. Continue to implement the parkland development standard of three acres of community or neighborhood parkland per 1,000 population in each neighborhood planning area. This represents a minimum provision which should be exceeded whenever possible. In established neighborhoods where land availability for new large parks is limited, prioritize improvement and maintenance of compact parks, play lots and plazas to increase access to recreation opportunities for residents.

See also: PR1.3

GOAL HW1

Improved Access to Parks and Open Space

Action HW1.A

Parks Master Plan

Complete the development of the comprehensive long-range Parks Master Plan to address changing recreation interests, trends, needs and priorities. The Parks Master Plan should:

- Include a community needs assessment that looks at all types of park and recreation programs offered in the community including those that relate to arts and culture, education enrichment and human services;
- Identify long-term goals for the Recreation Department and the community;
- Describe current and future needs, interests and community preferences for improving new parks and community facilities, and expanding or initiating new programs and services;
- Present a long-range plan for physical park and community facility improvements;
- Refine performance standards and further develop park design guidelines and criteria;
- Develop a long-term strategy for the Richmond Greenway;
- Prioritize projects; and
- Outline funding mechanisms and strategies for managing the City's commitments so that new requests and initiatives are considered in light of existing commitments.

See also: PRI.C

GOAL HW1**Improved Access to Parks and Open Space*****Action HW1.B******Parkland Dedication Ordinance***

Update the parkland dedication ordinance that requires new development and redevelopment projects to provide adequate park and recreation opportunities to maintain the 3.0 acres per 1,000 population standard in applicable planning areas through a combination of park types as defined in the Parks and Recreation Element (to be updated and refined in the parks master plan).

Update the park impact fee ordinance that requires new development and redevelopment projects to pay a fair share to cover the cost of parkland acquisition and improvement if the development is unable to provide adequate parkland within the project. Prioritize park dedication over impact fees. Perform a nexus study periodically to update the criteria and fees.

Include provisions that prevent a net loss of parklands in the City. Require at least a 1:1 replacement if there is any loss of public open space or parkland due to redevelopment.

See also: PR1.G; CN2.C

Action HW1.C***Park Dedication Incentives Program***

Develop an incentives program that encourages private development and public agencies to provide park and recreation facilities beyond the minimum requirements. Define priority needs where additional parks and recreational facilities may fill gaps in service.

See also: PR1.H

Action HW1.D***Parks Maintenance Plan***

Regularly update the maintenance plan for all City-owned and operated parks, trails, landscapes and greenways. Include funding mechanisms to support ongoing operations and life-cycle replacements. Consider the Hilltop Landscape Maintenance District and the Marina Bay Neighborhood Landscape Management Plan as models. The parks maintenance plan may be included in the Parks Master Plan.

See also: PR3.F

GOAL HW1

Improved Access to Parks and Open Space

Action HW1.E

Citywide Recreation Program

Regularly update the City's recreation program to: support efforts by the Recreation and Parks Commission to enhance existing programs or develop new programs to serve people of all incomes, cultural backgrounds, ages and levels of physical capability; and encourage more intensive use of facilities throughout the day. Target programs for school-age youth during after-school hours, summer recess and weekends; and program areas related to arts and culture. Refining the recreation program may occur as part of the Parks Master Plan development process.

See also: PR5.A

Action HW1.F

Recreation Facilities Maintenance Plan

Regularly update the maintenance plan for City-owned and operated recreation facilities. Set minimum standards for maintenance levels at facilities and include a funding mechanism for ongoing operations. Continue efforts to prevent illegal dumping and graffiti.

See also: PR3.G

Action HW1.G

Joint-Use Agreements

Pursue joint-use agreements with West Contra Costa Unified School District, East Bay Regional Parks District, neighboring cities, public agencies, private entities and nonprofit organizations that own and operate facilities within the City. In addition to providing more space for recreational and enrichment programming, strategic partnerships can provide the benefit of shared renovation, development, maintenance and operational costs.

See also: ED1.E; EH1.D; PR1.F; CF2.A; AC1.D

Action HW1.H

Public Safety Design Guidelines

Develop and adopt design guidelines that deter criminal activity in neighborhoods, streets and public areas. Include guidelines for the design of play areas, parks, sports facilities, streets and sidewalks, plazas and urban pocket parks, and housing and commercial sites, among others. Require the early integration of crime prevention strategies in new development and redevelopment projects including the involvement of the Police Department in the review of major projects in high-crime areas of the City. Include guidelines for parks and recreation facilities with particular focus on the following five areas: design and orientation of buildings, restrooms and parking areas; defensible space with no hidden areas or structures that block visibility and natural surveillance; ownership and control over public space; cameras and other technologies; lighting; and signage.

GOAL HW1

Improved Access to Parks and Open Space

For Previous Action HW1.H see also: ED1.A; SN2.A, PR2.C; LU2.C

Action HW1.I**Urban Greening Initiative**

Support and encourage citywide initiatives to increase opportunities for contact with nature. The initiative should:

- Improve access to urban parks, green spaces and natural environments;
- Protect and restore natural landscapes and habitat;
- Develop smaller, flexible, close-to-home facilities that include informal natural play areas, community gardens, restored creeks, landscaping with trees, shrubs and flowers;
- Plant street trees, well-landscaped urban environments, green streets and trails;
- Incorporate unstructured natural settings in public play areas, schools and other learning environments;
- Support development of curricula that relies on hands-on experiences in natural settings;
- Balance the need for organized recreation with the need for unstructured natural play environments;
- Utilize park performance standards including design guidelines and criteria to ensure that natural features are included in designs;
- Support school and community efforts to connect school children and youth to wilderness areas or other natural environments during the school year;
- Support efforts to increase public awareness of the value of connecting adults and children to nature;
- Work in partnership with organizations such as Groundwork Richmond (GWR) to improve the City's outdoor environment; and
- Develop an Urban Greening Citywide Strategy that includes a citywide tree planting program. Consider creating an Urban Forestry Advisory Subcommittee within the Recreation and Parks Commission.

See also PR4.A

GOAL HW2

Expanded Access to Healthy Food and Nutrition Choices

Policy HW2.1

Quality Food

Promote the availability of fresh fruits and vegetables and quality foods, especially in underserved neighborhoods. Continue to attract a wide range of healthy food sources such as full-service grocery stores, ethnic food markets, farm stands, community gardens, edible school yards and farmers' markets. Partner with Contra Costa Health Services to encourage stores to accept Federal Food Assistance Program dollars such as WIC and SNAP in order to increase access to healthy food for all Richmond residents. Encourage convenience stores, supermarkets, liquor stores and neighborhood and ethnic markets to carry fresh produce, meats and dairy, 100% juices and whole-grain products especially in low-income and underserved neighborhoods.

Policy HW2.2

Local Food System (Urban Agriculture)

Support sustainable local food systems including farmer's markets, community supported agriculture, urban agriculture, federal food assistance programs and healthy food retailers. Support local agriculture on vacant land as appropriate. Production and processing of food locally can reduce overall energy consumption, improve access to fresh fruits and vegetables in the community and support the local economy by keeping jobs and revenue in Richmond. Support farmers' markets, fresh food stands and community gardens to supplement the availability of healthy food in the City.

See also: EC4.5

Policy HW2.3

Quality of Restaurant Food

Encourage restaurants to serve healthy foods and provide nutritional information to customers. Continue to collaborate with health agencies to encourage the availability of healthy foods at restaurants while supporting businesses that offer healthy foods.

GOAL HW2

Expanded Access to Healthy Food and Nutrition Choices

Action HW2.A***Healthy Food Store Incentives Program***

In collaboration with the Contra Costa County Health Department and community organizations, develop and implement a program to encourage new and existing convenience stores, supermarkets, liquor stores and neighborhood and ethnic markets to stock fresh produce, meats and dairy, 100% juices and whole-grain products. Identify stores that are willing to participate in the program. Target the program in key neighborhoods that have a high concentration of liquor stores and convenience stores, but lack fresh and healthy food options.

Action HW2.B***Healthy Food and Nutrition Choices***

Collaborate with Contra Costa Health Services Department to develop information that assists residents in evaluating nutrition, sugar and transfat content of local food choices.

Action HW2.C***Nutrition Standards for Vending Machines on City-Owned Property***

Develop and adopt an ordinance requiring nutrition standards for vending machine beverages and snacks sold on City-owned property. Consider using the policy that has been adopted by the Contra Costa County Health Services Department (CCCHSD) as a model and consult with the CCCHSD to develop and implement the ordinance.

GOAL HW2

Expanded Access to Healthy Food and Nutrition Choices

Action HW2.D

Sustainable Urban Agriculture Assessment

Work with non-profits and regulatory agencies to explore the potential for creating, expanding and sustaining local urban agriculture, including community gardens, orchards and farmers' markets. Urban agriculture has the potential to supplement the availability of fresh fruit and vegetables in the community, provide economic opportunities to Richmond residents, lower food costs, reduce overall energy consumption and build social cohesion.

The assessment could explore the feasibility of implementing the following strategies:

- Developing a site inventory and a management plan to administer the use of potential urban agricultural sites;
- Identifying adequate sites to expand the number and frequency of farmer's markets throughout Richmond;
- Promoting urban agriculture as a desirable civic activity that improves the quality of urban life, food security, neighborhood safety and environmental stewardship;
- Supporting the development of appropriate agriculture in residential, industrial, business and open space zones;
- Establishing a community-based support system for urban growers such as tool banks, shared processing facilities, farmers' markets, community supported agriculture ventures, funding streams and technical service providers;
- Offering locally grown food to local schools, hospitals, nursing homes, daycare centers, correction facilities and businesses such as restaurants, while creating economic opportunities for urban growers and related industries;
- Supporting WIC Farmers' Market Nutrition Program and the Senior Farmers' Market Nutrition Program that provide support for buying fresh produce at farmers' markets;
- Creating training programs for unemployed people to work in urban food-related businesses as a source of jobs;
- Working with representatives of community gardening and urban farming organizations to meet needs unique to urban farm enterprises;
- Ensuring long-term land commitment for community gardens, entrepreneurial farms and other urban agriculture ventures;
- Updating building codes to encourage rooftop gardening; and
- Developing school-based programs that integrate nutrition and gardening in order to raise awareness about the connection between healthy food choices and locally grown fresh produce.

GOAL HW3

Improved Access to Medical Services

Policy HW3.1***Public Transit Access to Medical Facilities***

Support and encourage the expansion of paratransit and public transit service to neighborhood and regional medical facilities. Collaborate with transit service providers to adequately serve people who are transit-dependent by improving connections to regional medical facilities that serve Richmond residents and businesses.

Policy HW3.2***Preventive Health Care***

Encourage preventive health care for workers. Continue to encourage Richmond employers to provide adequate health coverage and benefits to full-time and part-time employees.

Policy HW3.3***Emergency and Disaster Preparedness***

Maintain staff and facilities that will continue to support a coordinated and effective response to emergencies and natural disasters throughout the City. Coordinate with neighboring jurisdictions, local employers and industries to make sure that emergency preparedness and disaster response programs equitably serve all parts of the City. Continue to maintain adequate police and fire staffing, facilities, equipment and maintenance in order to protect the community.

See also SN3.1

GOAL HW3

Improved Access to Medical Services

Action HW3.A

Medical Facilities Access Plan

Work with medical providers, transit agencies, private transit providers and community representatives to develop an access plan that can provide service to major medical facilities in the City and the region. Include recommendations for locating future medical facilities in proximity to local public transit service. The medical facilities access plan may be part of the overall community access and mobility plan.

Action HW3.B

Regional Medical Services Coordination

Continue to collaborate with neighboring jurisdictions including the Contra Costa Health Services Department to address issues related to emergency and preventative medical services in the region. Address key issues including: emergency care; availability of health coverage; medical and other support services to people dealing with substance abuse and domestic violence; quality of medical facilities; language barriers at medical facilities; crisis and recovery facilities and programs; neighborhood medical centers that promote preventive care; and an information and education program on the benefits of preventive care.

Action HW3.C

Health Coverage Guidelines

Collaborate with local trade organizations to update health coverage guidelines. Provide information to employers that assists them with their efforts to provide health coverage to employees.

Action HW3.D

Disaster Preparedness and Recovery Plan

Require that all development and redevelopment projects comply with the City's Disaster Preparedness and Recovery Plan. Regularly review and update the plan and expand public training and information.

See also: SN3.A; EC6.F; CF2.D

GOAL HW4

Safe and Convenient Public Transit and Active Circulation Options

Policy HW4.1***Expanded and Affordable Public Transit***

Coordinate with regional transportation agencies and support enhanced and expanded public transit to improve mobility options for residents and visitors. Public transit provides an environmentally-friendly, cost-effective and equitable mode of travel for residents and visitors. Encouraging transit-supportive development patterns can further maximize the efficiency of these systems and help reduce air pollution and greenhouse gas emissions within Richmond.

Public transit service should connect major destinations in Richmond including education institutions, community facilities, regional open space areas and major commercial corridors to serve a greater number of riders and reduce commuter vehicle miles. All housing units and employment centers in Richmond should have access to a local and regional public transit stop. Ensure that all transit stations and routes to and from these stations are safe. As many residents and visitors rely on regional passenger rail and air travel, support efforts to create efficient public transit connections to train stations and regional airports.

Support efforts to expand service at night and on weekends and to make transit affordable and accessible to people of all abilities, seniors, youth and low-income households.

See also: EC2.3; CR1.4

Policy HW4.2***Enhanced and Accessible Paratransit***

Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of paratransit service for seniors and people of all abilities, and enhance service within the City and to regional destinations.

GOAL HW4

Safe and Convenient Public Transit and Active Circulation Options

Policy HW4.3

Safe and Convenient Walking and Bicycling

Promote walking and bicycling as a safe and convenient mode of transportation. Improve pedestrian and bicycle amenities to serve the recreation and travel needs of residents and visitors in all parts of Richmond. Where feasible, the City will: connect major destinations such as parks, open spaces, civic facilities, employment centers, retail and recreation areas with pedestrian and bicycle infrastructure; promote shared roadways in residential streets; require new development and redevelopment projects to provide pedestrian and bicycle amenities, streetscape improvements and linkages to planned and completed City and regional multi-use trails; and develop safe routes to schools and out-of-school programs that allow access by bicycle and pedestrian paths or reliable and safe transit.

Explore innovative solutions such as bicycle-sharing programs and encourage businesses, schools and residential developments to provide secure bicycle parking to ensure that these ecologically-friendly, low-impact transportation modes are available to all community members, thereby reducing emissions from vehicles within the City, improving environmental quality and enhancing mobility and connectivity.

See also: EC2.4; CR1.5

Policy HW4.4

Safety and Accessibility

Enhance safety and accessibility for pedestrians, bicyclists and public transit riders. Promote walking, bicycling and transit use by improving key intersections and streets to reduce pedestrian and bicycle collisions. Support improvements at transit stations and stops to reduce crime and vandalism. Continue to work toward the elimination of at-grade railroad crossings to minimize traffic conflicts and increase connectivity and streetscape design to address traffic speeds and pollution.

See also: CR3.1

Policy HW4.5

Complete Streets

Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel. Support pedestrian and bicycle connectivity by restoring and reinforcing Richmond's grid-based network of streets with landscaping and amenities for transit, bicycles, pedestrians, and people with disabilities. Establish a process for modifying streets to support various modes of travel. Prohibit future construction of projects with long block lengths, cul-de-sacs and gated streets.

See also: LU6.2; CR2.2

GOAL HW4**Safe and Convenient Public Transit and Active Circulation Options*****Action HW4.A******Community Access and Mobility Criteria***

Develop access and mobility criteria for capital improvement projects and new development to enhance physical access to community facilities, schools, parks, shoreline open spaces, historical destinations, commercial and employment centers and transit hubs. The criteria should address access by walking, bicycling and public transit as well as vehicular access.

The community access and mobility criteria should:

- Ensure safe connections to large and small open spaces, community facilities such as schools, community centers, recreational facilities, cultural and enrichment centers, historical destinations, transit hubs and commercial and employment centers;
- Address travel routes, infrastructure improvement needs and barriers such as roads, railroad lines, highways, fences and natural features; and
- Provide bicycle and pedestrian-friendly routes including completion of major trails and pathways like the San Francisco Bay Trail and Richmond Greenway.

See also CR2.A; PR1.A; CN2.F; EH3.D

Action HW4.B***Transit Access Guidelines and Incentives***

Develop guidelines that encourage the establishment of housing units, major employers with more than 500 employees and significant public facilities near transit. Collaborate with major employers to establish shuttle service to a nearby regional transit stop if they do not meet these requirements.

Action HW4.C***Safe and Convenient Public Transit Options***

Continue to collaborate with AC transit, BART, West Contra Costa Transit Agency, Amtrak and major employers in Richmond that provide shuttle service to explore the potential for expanding transit in the evenings and late nights, and for people with special needs. Also explore the potential to enhance Richmond's paratransit service. Collaborate with major employers to provide employer-based "open-door" shuttles to BART, the planned ferry terminal and other transit hubs. Collaborate with regional and Contra Costa County transportation agencies to maintain and enhance service within the City and region. Explore strategies to address affordability, access and safety. Expand outreach and information programs to promote transit use.

See also CR1.B, EC2.C

GOAL HW4

Safe and Convenient Public Transit and Active Circulation Options

Action HW4.D

Bicycle and Pedestrian Plans

Develop and implement citywide bicycle and pedestrian plans to make Richmond a more pedestrian and bicycle-friendly City. Identify gaps in the network, major travel routes and priority safety improvements. Designate a network of multi-use trails and off-street paths. Include connections to open space amenities such as Point Isabel, San Francisco Bay Trail, Point San Pablo, Point Pinole and the Richmond Greenway.

Update design guidelines and standards for bicycle and pedestrian facilities and amenities that meet local, state and federal standards. Include a uniform citywide signage plan and comply with all Americans with Disabilities Act (ADA) requirements.

Explore the potential to designate pedestrian priority areas or districts. Include strong connections to the downtown, recreation destinations, commercial and mixed-use streets, transit stations and schools. Address pedestrian and bicycle connections in parking lots.

Collaborate with Contra Costa County and other jurisdictions to ensure links to the regional trail network including the San Francisco Bay Trail and coordination with the County Bicycle and Pedestrian Plan. Coordinate efforts with ongoing bicycle and pedestrian community initiatives.

See also: CRI.C; EC2.E

Action HW4.E

Bicycle, Pedestrian, and Trail Standards

Develop standards for bicycle, pedestrian, and trail improvements and amenities in new development and redevelopment projects. Include requirements for adequate, safe and accessible bicycle parking, drinking fountains, public restrooms, benches, landscaping and lighting. Require new development and redevelopment projects to be pedestrian and bicycle-friendly, and to provide adequate connections to the existing and proposed bicycle and pedestrian network.

Require all new commercial, industrial and residential development to provide access for construction and operation of a trail where a local or regional trail is designated or planned. Include provisions that require owners of property along the shoreline to provide maximum feasible public access to the shoreline and to complete the Bay Trail as part of any project approval process.

See also: CRI.D

GOAL HW4**Safe and Convenient Public Transit and Active Circulation Options*****Action HW4.F******Safe Routes to School Program***

Develop a Safe Routes to School Program in collaboration with West Contra Costa Unified School District and other educational institutions to improve walking and bicycling access and safety to schools and after school programs. Also explore opportunities to create “walking school bus” programs where parents and other responsible adults can share the responsibility of escorting children to and from school by foot or bicycle.

See also: EH1.F; CR2.B; EC2.G

Action HW4.G***At-Grade Railroad Crossings Improvements***

Work with the railroads to improve safety at at-grade railroad crossings. Establish formulas that will provide fair-share contributions towards improvements where grade separations will enhance safety, community linkages and access for pedestrians, bicyclists and public transit. Explore the long-term feasibility of locating the railroad lines below grade at some areas of the City to reduce impact on the surrounding retail and residential uses while enhancing pedestrian safety and linkages.

See also: CR3.A

Action HW4.H***Traffic Calming Program***

Develop strategies to calm traffic on streets that experience speeding or cut-through traffic. Include a range of solutions including engineering, education and enforcement measures. Engineering measures should consider emergency vehicle access as well as pedestrian and bicycle circulation and may include traffic circles, curb extensions, stop signs, narrow travel lanes, fewer travel lanes, landscaping and plantings. Education measures may include outreach materials, signs and postings, pledge campaigns and speed displays. Enforcement measures may include increased patrolling, ticketing and warnings.

See also: CR3.B

GOAL HW4

Safe and Convenient Public Transit and Active Circulation Options

Action HW4.I

Community-Based Self-evaluation and Transition Plan

Develop a community-based self-evaluation and transition plan to work toward access for all and Americans with Disabilities Act (ADA) compliance. With involvement from the community and specifically people with disabilities, the plan should assess the City's ability to serve the needs of all Richmond residents and visitors. Specifically, the plan should assess policies, programs, services and facilities that are available to the public and provide recommendations for adapting service delivery methods and making physical improvements to ensure access for all. The plan should also include a timeline, priorities, implementation and financing strategies.

See also: CR1.F; PR2.B; CF1.K

Action HW4.J

Lower Speed Limit Zone Study

Continue to explore the potential to designate streets around schools, parks and public gathering places as safety zones where the vehicular speed limit may be lowered to 20 miles per hour. Slower speed limits in specific areas can make streets safer for bicyclists, children and seniors and help reduce fatalities.

See also: CR2.F

Action HW4.K

Streetscape Improvements

Continue to implement streetscape improvements to enhance access, lighting, safety and experience for pedestrians, bicyclists, transit users, and motorists. Focus improvements in areas with the highest need such as the Downtown, mixed-use corridors, key intersections, designated pedestrian priority districts and multi-use trails that connect high-density areas of the City to parks and open space.

Provide universal accessibility improvements, pedestrian-scale lighting and landscaping in streetscape improvements. Explore the potential for establishing assessment districts for implementing improvements in existing neighborhoods. Explore the potential for incorporating green street elements into streetscape design such as bioswales, rain gardens, planter strips and permeable pavement.

See also: CR2.C; LU2.B; CF1.H

GOAL HW4**Safe and Convenient Public Transit and Active Circulation Options*****Action HW4.L******Green Streets Program***

Expand the green streets program to support a sustainable approach to stormwater drainage, groundwater recharge and landscaping. Incorporate green streets standards and guidelines in all streetscape improvement projects in the City.

See also: CR5.F; EC4.F; CF3.B

Action HW4.M***Circulation Impact Fee Program***

Update the fee program and a nexus study to provide needed circulation improvements associated with new development and redevelopment projects. Include provisions for improvements to pedestrian, bicycle and public transit facilities and amenities. Link the fee program to priorities included in the capital improvement program.

See also: CR3.C

Action HW4.N***Street Design Standards***

Update the City's street design standards so that they support public transit, bicycles and walking on all streets. The updated standards should be consistent with and tailored to street or trail function and adjacent land use type.

Pedestrian-friendly designs should address maximum lane widths, maximum curb radii, sidewalk width, curb ramps and Americans with Disabilities Act (ADA) requirements. Bicycle-friendly design should address lane widths, street and intersection crossings and parking areas. Include guidelines for transit access.

Identify priority thoroughfares for developing green streets in the City to implement a natural systems approach for stormwater management and to expand urban greenery.

Evaluate the feasibility of reducing the number or width of travel lanes on key mixed-use streets that have excess capacity such as Cutting Boulevard, and using the capacity and/or regained width for wider sidewalks and bicycle lanes.

See also: EC4.E; CR2.D

GOAL HW5

A Range of Quality and Affordable Housing

Policy HW5.1

Housing for all Income Levels

Maintain the availability of an adequate supply of quality housing units to meet the needs of all income levels and continue to encourage development of additional quality and affordable housing units. The City will continue to address housing needs for very low-income households and work with the county and other social service agencies to link needy families with support services.

Policy HW5.2

A Range of Housing Types

Support and encourage development of a range of housing types that meet the needs of a broad range of population groups including seniors, large and small families, low and middle-income households and people of all abilities. Encourage new projects to include a range of housing types including single-family residences, townhomes, condominiums and rental units.

Policy HW5.3

Mixed-Income and Integrated Neighborhoods

Promote mixed-income development and inclusion of affordable housing units in all neighborhoods. Encourage the integration of market rate housing with affordable units at the project level as well as at the neighborhood level. Affordable housing units should be located close to community and retail amenities such as parks, full-service grocery stores, local public transit stops, retail and public services.

See also: LU2.1

Policy HW5.4

Safety in Public Housing

Protect public health and safety in all City-owned and maintained housing units. Continue to improve housing owned by the Richmond Housing Authority to include enhanced lighting, vandalism and graffiti deterrents and active park and walking spaces.

Policy HW5.5

Service for Homeless

Work with social service agencies to provide an integrated system of care for people experiencing homelessness.

GOAL HW5**A Range of Quality and Affordable Housing**

- Action HW5.A*** ***Inclusionary Housing Ordinance***
 Regularly review and update the City’s inclusionary housing ordinance to reflect evolving inclusionary housing needs. Housing targets should reflect the Association of Bay Area Governments’ regional housing needs allocations for very low, low and moderate-income housing units. Ensure that inclusionary housing in-lieu fees reflect the actual cost of constructing affordable units.
- Action HW5.B*** ***Inclusionary Housing Incentives Program***
 Develop an incentives program that encourages new development and redevelopment projects to exceed minimum inclusionary housing requirements. Incentives may include density bonuses, financial support to nonprofit housing developers and fee waivers.
- Action HW5.C*** ***Existing Housing Restoration Program***
 Develop a program and funding mechanism to support restoration of homes in low-income neighborhoods that meet the definition of need for rehabilitation to remodel for health and safety codes. Require all renovation projects to follow the City’s Residential Design Guidelines for Additions to Heritage Homes.
- Action HW5.D*** ***Senior and Affordable Housing Design Guidelines***
 Develop standards and guidelines for senior and affordable housing units to ensure high-quality planning, design and construction while maintaining affordability. Require projects to provide the same design standards for affordable units as for market rate units.
- Action HW5.E*** ***Rehabilitation Assistance Program***
 Develop a program to assist homeowners to rehabilitate their properties, especially affordable units, to meet current building standards. Consider recommendations from the U.S. Department of Housing and Urban Development’s Healthy Homes Initiative.
- Action HW5.F*** ***Housing Rehabilitation Guidelines***
 Develop health-based guidelines and standards for rehabilitation, upgrade or replacement of housing units owned and operated by the Richmond Housing Authority.
- Action HW5.G*** ***Code Enforcement Procedures***
 Regularly review and update the rental inspection ordinance to clarify code enforcement procedures. Consider the Los Angeles Housing Code as a model. Include provisions to protect tenant rights so they are not penalized for reporting or living in a dwelling unit that does not meet health and safety standards.

GOAL HW5

A Range of Quality and Affordable Housing

Action HW5.H

Homeless Plan

Collaborate with the Homeless Continuum of Care Advisory Board to develop and implement a plan to provide transition facilities and services for people facing homelessness, substance abuse and mental health issues. Link homeless programs with supportive services such as mental health, substance abuse and primary health care.

Action HW5.I

Community Land Trust Study

Explore the feasibility of establishing a community land trust for supporting cooperative enterprises and developing affordable housing projects in collaboration with nonprofit and for-profit developers to supplement other established programs that provide long-term community ownership and affordability of housing in Richmond. Collaborate with the Redevelopment agency to conduct a feasibility analysis for establishing a land trust.

GOAL HW6**Expanded Economic Opportunity*****Policy HW6.1******Local Employment Base***

Expand and diversify the local employment base to provide quality jobs for Richmond residents. Richmond's economy should offer a broad range of quality employment opportunities for current and future residents with varying degrees of experience, education and training. By expanding and diversifying the local employment base, Richmond can establish itself as a major employment center in Contra Costa County and along the Interstate 80 and 580 corridors.

Encourage businesses and industries that provide a safe work environment, living wages and benefits, and opportunities for skill development and advancement. Allow a range of industries and business types including a variety of small and large firms, established and up-and-coming industries, national and local establishments and employers across a variety of economic sectors including publicly owned and private port facilities.

Support local businesses and entrepreneurs by providing a range of locations and flexible space opportunities including retail space along commercial corridors and office and light industrial space close to regional transportation infrastructure. Provide infrastructure improvements and incentives to support residents and businesses in establishing and expanding local enterprises in Richmond. Encourage local businesses to provide a range of quality jobs to residents, maximize and keep revenue in the City, and respond to community needs for key amenities and services.

See also: ED2.1; LU3.2

Policy HW6.2***Workforce Training and Recruitment***

Support and expand jobs-skills training and recruitment programs and services. Collaborate with educational institutions, employers, unions and the local workforce development programs to strengthen services for Richmond youth and adults. Expand education, training and recruitment programs and services for local residents to increase job and employment opportunities and compete in the regional economy.

See also: ED3.2

Policy HW6.3***Local Small Businesses***

Promote and support locally owned and cooperative enterprises and businesses, particularly along major corridors, to maximize economic and community benefits for Richmond residents. Local businesses build equity and stabilize the community.

See also: ED2.5

GOAL HW6

Expanded Economic Opportunity

Policy HW6.4

Environmentally Progressive Businesses and Industries

Encourage existing businesses and industries to become increasingly environmentally progressive and continue making positive contributions to the community. Encourage businesses and industries to hire locally when possible, participate in civic life and play a positive role in the community. Together with regulatory agencies, actively work with local industries to ensure compliance with all applicable environmental regulations to limit pollution and protect the community from environmental hazards.

Promote and encourage new clean and green industries that provide well-paying jobs, revenue and other community and environmental benefits; support efforts by existing industries to decrease harmful emissions and impacts; and promote a mix of uses and a range of activities on industrial land to create jobs and revenue while avoiding conflict between industrial and non-industrial uses.

See also: LU3.1; ED2.6; EC5.2

GOAL HW6**Expanded Economic Opportunity*****Action HW6.A******Green Business Strategic Plan***

Work with local business support agencies, the Richmond Community Redevelopment Agency and community stakeholders to develop a strategic plan to attract innovative “green” companies to Richmond, consistent with City Council Resolution 45-07, which declared Richmond a “Green Economic Development Area.” Support this effort by monitoring industry trends, assisting commercial brokers in matching companies with available sites and including a strategic marketing campaign that highlights Richmond’s strengths and strategies to prepare the local workforce for emerging green industries. Work with State and local agencies to develop criteria for green business certification for new and existing businesses. Seek opportunities to create incentives for existing businesses to participate in the program.

See also: LU3.A; ED2.D; EC5.A.

Action HW6.B***Workforce Development Strategy***

Continue to support efforts to expand job training opportunities for residents to enter into the workforce, with particular emphasis on green collar and other high-growth employment categories. Encourage the local community colleges, universities, the school district and adult education programs to offer more coursework and training oriented toward emerging industries such as the green industry in addition to traditional trades.

Maintain and enhance partnerships with local workforce development programs and organizations and collaborate with these programs and organizations to ensure that new and existing industries have access to a local, work-ready and talented workforce. Support training and intervention strategies for populations that face barriers to employment including youth, the formerly incarcerated, and residents with limited English proficiency.

See also: ED3.A; EH2.A; EC5.B

Action HW6.C***Small-Business Support Program***

Develop a coordinated small business development program. Continue to explore the expansion of the City’s Façade Improvement Program to encourage local entrepreneurship. Explore strategies to regularly recapitalize the revolving loan fund for businesses in economically depressed areas. These areas include the Richmond Triangle, the Marina, some areas near Hilltop Mall, the Southern Shoreline, Parchester and the City portion of North Richmond.

See also: LU3.B; ED2.A

GOAL HW6

Expanded Economic Opportunity

Action HW6.D

Living Wage Ordinance

Regularly review and update the City's living wage ordinance that requires employers to receive City support to provide living wages and health insurance to full-time and part-time employees. Increase monitoring and enforcement and consider strengthening the ordinance's enforcement language to provide penalties for non-compliance.

See also: ED2.H

GOAL HW7

Complete Neighborhoods

Policy HW7.1***Higher-Density and Mixed-Use Infill Development***

Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City. Ensure efficient use of land and existing circulation infrastructure by:

- Promoting higher-density, transit-oriented and pedestrian-friendly development along key commercial corridors, at key intersections (community nodes and gateways); and
- Supporting local-serving commercial activities in residential areas to provide needed services and amenities close to where people live and work.

See also: ED4.1, ED5.1, ED6.1; LU1.1

Policy HW7.2***Neighborhood-Serving Retail***

Promote local-serving retail and public amenities at key locations within residential neighborhoods. Support development of small-scale neighborhood nodes that provide a range of neighborhood-serving retail, public amenities and services to residents within walking distance of their homes. Revitalizing Richmond's neighborhoods can reduce dependence on cars, improve access to daily goods and services, promote small business development and increase opportunities for social interaction and reduce crime by increasing street use and natural surveillance.

See also: ED6.3, ED7.4; LU2.3.

GOAL HW7

Complete Neighborhoods

Action HW7.A

Corridor Improvement Plans

Develop plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes. Collaborate with regional agencies, neighboring jurisdictions and the County to develop the plans. Include development standards and urban design guidelines.

See also: EC4.B; LU1.B

Action HW7.B

Neighborhood Revitalization Plans

Develop revitalization plans for all neighborhoods. Collaborate with community leaders and organizations, neighborhood councils and neighboring jurisdictions to develop the plans. Identify needed improvements, funding mechanisms and a phasing plan. Actively work to reduce blight throughout the City and promote the upkeep of vacant lots.

See also: LU2.A; CF4.A; EC4.C

GOAL HW8

Improved Safety in Neighborhoods and Public Spaces

Policy HW8.1***Investment in Public Facilities***

Invest in improvements to public facilities that provide social, economic and community benefits in underserved neighborhoods including: educational facilities, parks, playgrounds, libraries and community centers; streetscape improvements such as pedestrian-scale lighting, safe pedestrian and bicycle routes, landscaping and traffic calming; and programs for community gardens and urban agriculture.

Policy HW8.2***Activated Streets and Safe Public Spaces***

Promote active use of public spaces in neighborhoods and commercial areas at all times of day to provide “eyes-on-the-street.” Provide an appropriate mix of uses, high-quality design and appropriate programming of uses to facilitate natural surveillance in public spaces. Improve the sense of safety for potential users by providing amenities and services such as restrooms, street furniture, street lighting, trees for shade, public art and secure bicycle parking and by restricting or prohibiting uses that are incompatible with community needs and priorities including, but not limited to liquor stores and smoke shops.

See also: LU1.4

Policy HW8.3***Property Maintenance***

Encourage private landowners to maintain and upgrade their property in neighborhoods, commercial corridors and industrial areas. Protect viable neighborhoods and commercial areas from adverse impacts of vacant and underutilized sites and blighted buildings and structures.

Policy HW8.4***Inmate Re-Entry and Transition***

Support re-entry, transition and integration of former prison and parolees into the community. Reduce adverse impacts on neighborhoods by supporting programs that assist ex-offenders who are prison inmates transition back into the community.

GOAL HW8

Improved Safety in Neighborhoods and Public Spaces

Action HW8.A

Public Safety Committee and Anti-Violence Programs

Continue to convene the City's Public Safety Committee to provide a public forum in which community leaders, nonprofit organizations and foundations, law enforcement agencies and youth groups can address crime and violence. Continue to develop and implement programs which address the underlying factors that influence crime and violence including the availability of education and economic opportunities, community cohesion, law enforcement and patrolling, social services programs for youth and families and access to firearms. Prioritize redevelopment and revitalization projects that address crime and violence and collaborate with the Office of Neighborhood Safety to develop recommendations to further address crime and violence.

Action HW8.B

Pedestrian-Scale Lighting Standards

Update the City's street lighting standards to ensure that new public and private development and redevelopment projects including all public works and capital improvement projects incorporate pedestrian-scale lighting in the design of streets, parks and public spaces. Consider developing incentives to encourage existing development to switch out their existing lighting with lighting that is consistent with the City's updated standards.

Action HW8.C

Liquor Store Ordinance

Strengthen City Council Resolution 59-06 by developing an ordinance that restricts the location and concentration of liquor stores in all of the City's neighborhoods, and within 500 feet of schools and parks. Include an incentive program to facilitate the transition of liquor stores to food markets and local grocery stores. Consider restricting stand-alone liquor stores similar to smoke shops.

Action HW8.D

Inmate Re-Entry and Transition Program

Work with local and regional law enforcement and social service agencies to develop a re-entry and transition program that provides shelter and support services to released prisoners and parolees who are transitioning back into the community. Collaborate with state agencies to access funding. Include guidelines for protecting public safety when locating shelters and transition facilities in residential areas, especially crime-affected neighborhoods.

GOAL HW9

Improved Environmental Quality

Policy HW9.1***Air Quality***

Support regional policies and efforts that improve air quality to protect human and environmental health and minimize disproportionate impacts on sensitive population groups. Work with businesses and industry, residents and regulatory agencies to reduce the impact of direct, indirect and cumulative impacts of stationary and non-stationary sources of pollution such as industry, the Port, railroads, diesel trucks and busy roadways. Ensure that sensitive uses such as schools, childcare centers, parks and playgrounds, housing and community gathering places are protected from adverse impacts of emissions.

Continue to work with stakeholders to reduce impacts associated with air quality on disadvantaged neighborhoods and continue to participate in regional planning efforts with nearby jurisdictions and the Bay Area Air Quality Management District to meet or exceed air quality standards. Support regional, state and federal efforts to enforce existing pollution control laws and strengthen regulations.

See also: CN4.1; ED1.4; EC5.3.

Policy HW9.2***Toxic and Contaminated Sites***

Continue to work with the appropriate local, state, and federal agencies to promote the clean-up and reuse of contaminated sites to protect human and environmental health. Work with property owners and regional agencies to prevent, reduce or eliminate soil and water contamination from industrial operations, the Port and other activities that use, produce or dispose of hazardous or toxic substances. Implement appropriate mitigation measures and clean-up of sites that are known to contain toxic materials as a condition of reuse. Support the remediation and reuse of large, disturbed sites, such as the Winehaven complex at Point Molate and the Terminal 4 site at Point San Pablo, into mixed-use centers that provide the maximum benefit to the community without compromising the integrity of the surrounding natural areas.

See also: CN6.1; ED1.3; LU4.4.

GOAL HW9

Improved Environmental Quality

Policy HW9.3

Water Quality

Work with public and private property owners to reduce stormwater runoff in urban areas to protect water quality in creeks, marshlands and water bodies and the bays. Promote the use of sustainable and green infrastructure design, construction and maintenance techniques on public and private lands to protect natural resources. Incorporate integrated watershed management techniques and to improve surface water and groundwater quality, protect habitat and improve public health by coordinating infrastructure and neighborhood planning and establishing best practices for reducing non-point runoff.

See also: CN3.2

Policy HW9.4

Protection and Expansion of Tree Resources

Protect and expand tree resources within Richmond. Protect native trees, heritage trees and oak woodlands; expand and maintain street tree planning; use zoning and building requirements to ensure that trees are included in new developments; and engage the community to undertake planting campaigns. Furthermore, promote trees as economic and environmental resources for the use, education and enjoyment of current and future generations.

See also: CN6.2

Policy HW9.5

Urban Creek Restoration

Encourage the restoration of urban creeks and coordinate with property owners and local interest groups in the restoration efforts. Daylighting of creeks that are currently in culverts or hardened channels should be pursued where feasible in new and redevelopment projects.

See also: CN1.3

Policy HW9.6

Open Space and Conservation Areas

Preserve open space areas along the shoreline, creeks, and in the hills to protect natural habitat. Maintain the integrity of hillsides, creeks and wetlands. Protect existing open space, agricultural lands and parks.

See also: LU4.2; CN2.1

GOAL HW9

Improved Environmental Quality

Policy HW9.7***Habitat and Biological Resources Protection and Restoration***

Work with public and private land owners to protect natural habitat and biodiversity and preserve biological resources. Natural habitat is essential to ensuring biodiversity and protecting sensitive biological resources. Protect these areas and work with the California Department of Fish and Game, the San Francisco Bay Regional Water Quality Control Board, the East Bay Regional Park District and other regional agencies to identify areas for special protection and establish appropriate protection measures for these areas.

Protect resources to maximize the efficacy of natural systems and encourage sustainable development practices and conservation measures to ensure a healthy natural environment.

Protect wetlands from direct and indirect impacts of new and existing development and infrastructure. Ensure that direct and indirect impacts to wetland habitats are minimized by environmentally sensitive project siting and design.

Protect marshlands and baylands to ensure they are not polluted or damaged from bay filling and dredging.

Protect and restore creek corridors and riparian areas to ensure they function as healthy wildlife habitat and biological areas. Protect and restore creek corridors and riparian areas by restoring riparian habitat with appropriate vegetation and channel design; removing culverts and hardened channels where appropriate; improving creek access; avoiding future culverting or channelization of creeks; and ensuring appropriate and ongoing maintenance.

At a minimum, require mitigation of impacts to sensitive species ensuring that a project does not contribute to the decline of the affected species populations in the region. Identify mitigations in coordination with the U.S. Fish and Wildlife service, the California Department of Fish and Game and other regulatory agencies.

See also: LU4.3; EC6.1; CN1.1

Policy HW9.8***Noise Levels***

Work with regulatory agencies to monitor and enforce noise standards in the community. Reduce or mitigate objectionable noise sources and require new noise sources to comply with noise standards. Regulate both indoor and outdoor noise levels to protect health and safety. Use a combination of noise standards and existing noise levels to determine impacts and mitigation measures.

See also: SN4.1

GOAL HW9

Improved Environmental Quality

Policy HW9.9

Transportation-Related Noise

Monitor changes in technology that will prevent and mitigate transportation related noise impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise impacts of vehicles. Alternatives to sound walls should be considered where possible.

See also: SN4.3

Policy HW9.10

Second-Hand Smoke

Continue crafting policies that reduce exposure to harmful effects of second-hand smoke in indoor and outdoor areas. Continue to make efforts to protect vulnerable populations such as children and seniors from exposure to second-hand smoke.

GOAL HW9

Improved Environmental Quality

Action HW9.A***Air Quality Monitoring and Reporting Program***

Work with the Bay Area Air Quality Management District and other government agencies to establish and identify funding for a citywide air quality monitoring and reporting program. The air quality monitoring and reporting program would assess the cumulative impact of air pollution and toxins on human and environmental health and monitor exposure of sensitive uses such as schools, childcare centers, parks and playgrounds, housing and community gathering places.

Collaborate with the County Health Services Department, the Bay Area Air Quality Management District and state agencies to establish baseline exposures and to the extent feasible, document health effects associated with monitored baseline exposures and develop provisions to hold businesses and operations financially accountable for their impacts on the environment or community due to air pollution exceeding legal thresholds.

See also: ED1.G; EC5.C; CN4.D

Action HW9.B***Air Pollution Reduction Strategy***

Support local and regional efforts to develop strategies that reduce air pollution, reduce auto use, expand transit and non-motorized transportation options and reduce congestion and idling time including programs to reduce air pollution from stationary sources such as power plants, oil refineries and commercial and residential buildings. Work with regional agencies as they monitor air quality impacts and establish best practices for reducing emissions.

See also: CN4.B

Action HW9.C***Engine Replacement and Retrofitting Program***

Work with the Bay Area Air Quality Management District to develop a program to fund diesel engine retrofitting or replacement in existing automobiles, trucks, rail, ships and equipment. Regularly identify feasible technologies that can be applied for retrofitting polluting vehicles. Collaborate with key stakeholders to develop and implement the program.

See also: EC2.K

GOAL HW9

Improved Environmental Quality

Action HW9.D

Port Emissions Reduction Plan

Collaborate with the Port, local industry, and regulatory agencies to develop a comprehensive emissions reduction plan for ship-operated emissions. Include strategies to reduce emissions from trucks, ships, locomotives and equipment. Enforce existing laws and strengthen regulations to protect human and environmental health and access available funds for clean air projects. Explore use of low-emission vehicles, short-sea shipping service, “cold ironing” and other strategies to reduce emissions. Consider the San Pedro Bay Ports Clean Air Action Plan, developed by the ports of Los Angeles and Long Beach as a model.

See also: EC2.J

Action HW9.E

Indoor Air Quality Guidelines

Develop and adopt guidelines for mitigating significant impacts on indoor air quality for new residential and commercial units along higher-density corridors and areas where increased intensity of use may result in higher levels of vehicular traffic. Identify recommendations for mitigation, including design standards and ventilation systems. Continue to seek grants and support current efforts to improve the air quality in older homes where mold, mildew, and other contaminants may be present.

Action HW9.F

Sensitive Use Location Guidelines

Develop, update and enforce local guidelines for protecting sensitive uses, including residences, schools and childcare facilities from impacts due to existing stationary and mobile sources of air pollution. The guidelines should include mitigation measures to ensure that new sensitive uses will be protected from adverse health effects as recommended by the California Air Resources Board in the 2005 Land Use and Air Quality Handbook. Mitigation could include measures to reduce air emissions from existing sources as well as to design buildings to reduce exposure.

Action HW9.G

Air Quality Impact Analysis Guidelines

Develop, update and enforce local guidelines for new stationary sources of air pollution and new local circulation facilities for exposure and health impact analysis. Apply the Bay Area Air Quality Management District’s CEQA thresholds of significance and mitigation measures to ensure that new facilities do not create additional net cumulative air pollution health impacts on sensitive uses. Mitigation could include measures to reduce air emissions, monitor exposure and prevent exposure. Consider California Environmental Protection Agency recommendations for cumulative impact assessment.

GOAL HW9**Improved Environmental Quality*****Action HW9.H******Truck Routes Plan***

Work with business operators and other stakeholders to develop a plan to re-route diesel trucks away from neighborhood streets and sensitive uses such as homes, schools, parks and playgrounds to minimize impacts from emissions and traffic conflicts. The Plan should specifically ensure that the most efficient and direct routes do not negatively impact low income residents or communities of color disproportionately more than any other groups in terms of noise, air quality or safety. Collaborate with the community representatives, Port, truck operators, local businesses and regional and state transportation agencies to develop the new routes while ensuring efficient movement of goods through port and industrial areas.

See also: CR4.B

Action HW9.I***Emergency Alert System***

Strengthen the emergency alert system to notify residents, businesses and visitors as well as emergency response agencies and personnel about a toxic release event. Collaborate with the County Office of Emergency Services to develop and implement a reliable system. Address language barriers for non-English speaking populations. Include a funding and maintenance program.

Action HW9.J***Site Remediation***

Require property owners to comply with state and federal requirements for site remediation as a condition for approving redevelopment on contaminated sites. In collaboration with other government agencies, utilize the Department of Toxic Substance Control (DTSC) Cortesie List to prioritize the remediation of city and non-city-owned property to protect human and environmental health. Seek state and federal funds to implement the necessary level of clean-up.

See also: CN6.A; LU4.D; ED1.F

Action HW9.K***Hazardous Substance Management Standards***

Implement standards dealing with the safe management of hazardous substances in close coordination with the City Fire Department and the Department of Toxic Substance Control. The standards should require soil testing at development sites where contamination is suspected, address safe household hazardous and universal waste disposal and ensure compliance with hazardous substance regulations and safe transport of hazardous materials. Use of the latest technologies available should be considered when conducting remediation in order to expedite the cleansing process and do the least harm to the environment.

See also: CN6.B

GOAL HW9

Improved Environmental Quality

Action HW9.L

NPDES Compliance and Permit

Continue to comply with the City's National Pollutant Discharge Elimination System (NPDES) Permit and continue to implement the following action steps:

- Maintain municipal infrastructure (sewer systems, roads, corporation yards, buildings) to reduce pollutants that flow into water courses;
- Require development to comply with the Contra Costa Clean Water Program Stormwater Guidebook;
- Work with developers to ensure compliance with the City's minimum standards and NPDES requirements;
- Encourage all projects to use pervious pavements, cluster structures, disconnect downspouts, minimize land disturbance and utilize micro-detention such as low impact development (LID);
- Require adequate source control measures to limit pollution generation in businesses including draining non-stormwater discharges such as swimming pools, trash and food compactor racks, vehicle outdoor storage, fire sprinkler test water and equipment washing;
- Require businesses that may be susceptible to polluting stormwater to implement best management practices (BMPs) including covering drains and storage precautions for outdoor material storage, loading docks, repair and maintenance bays and fueling areas;
- Inspect contamination sites to prevent illicit discharges;
- Inspect municipal storm drains to eliminate illicit discharges and prevent illegal dumping;
- Educate the public about stormwater pollution prevention methods and provide incentives for public participation;
- Adopt an integrated pest management (IPM) policy or ordinance and advocate IPM through public education;
- Manage waste generated from the cleaning and treating of copper architectural features including copper roofs; and
- Adopt a local ordinance for installing a sanitary sewer connection and prohibiting discharges of copper-based chemicals or other fungicides from pools, spas and fountains.

See also: CN3.A

GOAL HW9

Improved Environmental Quality

Action HW9.M***Urban Forestry Management Plan***

Continue to implement the urban forest management plan to guide landscaping practices in urban areas of the City, reduce the heat-island effect and contribute to carbon mitigation. Continue the adopt-a-tree program. Coordinate the plan with the “City of Richmond urban Forest Management/Master Plan Reforestation supplement (1997)” and related documents for this purpose. Update the plan to establish the following measures:

- Create guidelines to establish minimum planting standards and require appropriate tree species and planting densities within newly landscaped areas;
- Update the list of trees to be used as a guideline for all tree planting and focus on local native species;
- Identify maintenance and planting standards for street trees, ensuring that the best practices in urban forestry are being utilized including best practices for pruning around above-ground utility lines to ensure the best health and form of street trees;
- Update zoning requirements for street trees in new developments and in parking lots;
- Outline coordination efforts with EBMUD to offer programs or other resources to provide property owners with information on proper tree selection, proper location to reduce heat transfer effects, planting and maintenance; and
- Establish guidelines that require all native tree habitats to be protected and when avoidance is not possible, require mitigation efforts as required by the Public and Private Tree Preservation Ordinance.

See also: PR4.B; EC6.E; CF3.C

Action HW9.N***Urban Creek Restoration***

Where feasible, restore creek corridors in urban areas. Creeks currently diverted in culverts or hardened channels should be restored to their natural state. Adopt regional guidelines for channel creation or modification to ensure that channels meander, have a naturalized side slope and a varied channel bottom elevation. Include improvement standards for soft bottom channels.

See also elements: CN1.H; EC6.C; PR3.C

GOAL HW9

Improved Environmental Quality

Action HW9.O

Open Space Plan

Develop and implement an open space plan to enhance public open space in the City. Include strategies for open space in the hills, along creeks and the shore-line, and in the urban core. Collaborate with the East Bay Regional Park district and the National Park Service to manage and maintain facilities and programs at regional and national parks.

See also: LU4.B; CN2.E; EC6.A

Action HW9.P

Habitat Conservation Plans

Work closely with Contra Costa County and the East Bay Regional Park district to develop habitat conservation plans. Ensure that these plans identify locations and protect sensitive habitat including wetlands, marshes, baylands, creeks and open space. The plans should also establish clear mitigation criteria including no net losses in natural resource acreage, functions or values. The plan should provide for safe wildlife movement by limiting roadways within habitat areas, creating wildlife passable fencing for existing roadways, incorporating design features and by creating habitat preserves that are immediately adjacent to each other.

See also CN1.A; LU4.C

Action HW9.Q

Habitat Restoration

Work with other jurisdictions, public and private property owners to restore sensitive habitat that has been degraded, but has potential for rehabilitation including brownfield and contaminated sites. Seek funding opportunities from state and federal agencies and from nonprofit foundations for restoration and remediation work.

See also: CN1.E; EC6.B

GOAL HW9

Improved Environmental Quality

Action HW9.R***Noise Ordinance***

Regularly review and update the noise ordinance to regulate noise-generating activities and proposed developments near noise-generating activities based upon changes in state law. Where feasible, limit the impact of noise sources on noise-sensitive uses and consider noise and vibration impacts in land use planning decisions. Require mitigation of potential noise impacts on adjacent properties. Enforce the Land Use Compatibility Standards presented in the State of California's General Plan Guidelines when siting new uses in existing noise environments. Require new residential development and other noise sensitive uses near railroad crossings or other sources of brief loud noise to be analyzed for noise compatibility using standards based on both 24-hour averages and maximum instantaneous interior noise levels to determine the noise effects on sleep disturbance and other essential human functions. Encourage projects to use site planning and building orientation principles as well as state-of-the-art noise-abating materials, technology and construction standards to minimize noise.

Reduce noise levels generated by roadways, railroads and other facilities by: encouraging the California department of transportation (Caltrans) to institute noise reduction measures on existing and future freeways to lessen noise impacts on areas immediately adjacent to the freeway; encouraging public agencies to ensure that their programs are consistent with those of the City as they relate to noise control; and urging strict enforcement of current federal railroad noise emission standards by the U.S. Department of Transportation.

See also: SN4.C

Action HW9.S***Quiet Zone Expansion***

Establish the entire City of Richmond as a railroad quiet zone and complete a study to determine the improvement costs for all of Richmond's at-grade railroad crossings.

See also : SN4.D

Action HW9.T***Second-Hand Smoke Ordinance***

Regularly review and update the ordinance to restrict exposure to environmental tobacco smoke in new and existing multi-unit dwellings, public events and outdoor areas such as parks and playgrounds.

GOAL HW10

Green and Sustainable Development Practices

Policy HW10.1

Citywide Energy Footprint

Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations. Address energy use to meet state requirements for greenhouse gas emission reductions as well as to protect the health and safety of residents and visitors. Involve residents, businesses, public agencies and neighboring jurisdictions in addressing climate change by taking a leadership role in meeting these targets.

Policy HW10.2

Green Buildings and Landscaping

Require energy and resource efficient buildings and landscaping in all public and private development projects. Encourage the use of green and sustainable development standards and practices in planning, design, construction and renovation of facilities; promote the use of green streets that incorporate extensive landscaping, pervious surfaces and native planting; encourage new development and redevelopment projects to be LEED-certified green buildings; and promote ecologically-sensitive approaches to landscaping. Adopting green standards and practices will improve the quality of the built environment, reduce environmental impacts and support economic development goals for creating a green economy.

See also: EC4.3

Policy HW10.3

Green Infrastructure

Develop green infrastructure standards that relies on natural processes for stormwater drainage, groundwater recharge and flood management. Green approaches for infrastructure development are environmentally and fiscally efficient and provide long-term benefits to the community by reducing energy consumption and maintenance and capital improvement costs.

See also: EC4.4

Policy HW10.4

Renewable Energy

Promote the generation, transmission and use of a range of renewable energy sources such as solar, wind power and waste energy to meet current and future demand and encourage new development and redevelopment projects to generate a portion of their energy needs through renewable sources.

See also: EC3.1

GOAL HW10**Green and Sustainable Development Practices*****Policy HW10.5******Energy Efficiency and Conservation***

Promote efficient use of energy and conservation of available resources in the design, construction, maintenance and operation of public and private facilities, infrastructure and equipment. Collaborate with partner agencies, utilities and businesses to support a range of energy efficiency, conservation and waste reduction measures including: development and retrofitting of green buildings and infrastructure; installation of energy-efficient appliances and equipment in homes and offices; and heightened awareness of energy and conservation issues.

See also EC3.2

Policy HW10.6***Waste Reduction and Recycling***

Promote waste reduction and recycling to minimize materials that are processed in landfills. Encourage residents and businesses to reduce waste and minimize consumption of goods that require higher energy use for shipping and packaging. Encourage composting to reduce food and yard waste and provide mulch for gardening. Reducing waste and selecting minimum-impact products will conserve land and energy resources.

See also: EC3.3; CN5.3

Policy HW10.7***Water Conservation and Reuse***

Promote water conservation and recycled water use. Reduce energy consumed for treatment and transportation of water and discharge of wastewater by: encouraging installation of low-flow fixtures; using native planting for landscaping in all City-owned and operated facilities; promoting best practices and technologies for water conservation; considering water use in evaluating and approving development projects; supporting the use of graywater systems in residential, commercial and industrial uses; and encouraging new development and redevelopment projects to meet a portion of their water needs through the use of recycled water.

See also: EC3.4

Policy HW10.8***Climate-Friendly Vehicles and Equipment***

Encourage the use of available climate-friendlier vehicles and equipment to reduce energy use and carbon emissions and support the use of low-emission or renewable fuel vehicles by residents and businesses, public agencies and City government

See: EC2.1

GOAL HW10

Green and Sustainable Development Practices

Action HW10.A

Climate Action Plan

Develop a climate action plan for reducing greenhouse gas emissions to meet or exceed state requirements. Components of the plan should include: a comprehensive greenhouse gas emissions inventory and forecast; emissions reduction target(s); assessment of the City's vulnerability to climate change; climate change resiliency goals; broader sustainability assessment; sustainability targets; strategies and measures to address climate change mitigation, sustainability and adaptation; financing and implementation approaches; a public education and information program; and a program for monitoring and reporting results.

Richmond's baseline greenhouse gas emissions inventory and forecast will provide a benchmark for planning and monitoring progress in achieving mandated targets. The plan should incorporate public education programs to raise community awareness.

The climate action plan should include mitigation strategies for addressing the sources of greenhouse gas emissions in the community and within government operations. Adaptation strategies will focus on potential local impacts of climate change such as sea level rise, increased risk of flooding, diminished water supplies and public health. Broader sustainability measures may include the preservation of local water quality, air quality, open space and biodiversity.

The climate action plan should also include information on the financing and implementation of each strategy or measure to ensure timely and well-informed action. The plan will be subject to the monitoring and reporting program to ensure the City achieves its greenhouse gas reduction, protection and adaptation targets.

Update the plan periodically in accordance with evolving state and federal policy and regulatory frameworks, as well as advancements in scientific research and data on climate change.

See also: CN5.E; EC1.A

Action HW10.B

Green Building Ordinances

Require that newly constructed or renovated City-owned and private buildings and structures comply with the City's adopted Green Building Ordinances. Periodically upgrade requirements as mainline construction practices develop and new materials and building products become available with the intent of meeting or exceeding the State's zero net energy goals by the year 2020.

See also: CN5.C; EC4.H; CF3.A

GOAL HW10**Green and Sustainable Development Practices*****Action HW10.D******Renewable Energy Program***

Consider creating a program to encourage and support the generation, transmission and use of renewable energy. Include incentives and financing programs to support implementation. Advocate at the regional and state level to fund upgrades to the existing power grid so that it can support renewable energy production and transmission. Consider requiring City-owned and operated facilities to generate at least 10 percent of their energy use from renewable sources.

See also: CN5.A; EC3.B

Action HW10.E***Waste Reduction and Recycling***

Work with joint power authority or solid waste facility franchise holder to expand recycling programs and reduce the generation of solid wastes. Potential measures could include: providing recycling containers in parks and public spaces; establishing computer reuse and recycling programs; expanding or enhancing recycling and green waste services for all residents and businesses; and providing locations for household hazardous wastes to be recycled. The City shall also encourage reuse depots and timber harvesting of removed urban trees. Work with solid waste franchise holder to expand the types of materials recycled and reused. Programs should also include outreach and education efforts.

See also: CN5.D; EC3.D

Action HW10.F***Construction and Demolition Ordinance***

Develop an ordinance covering all construction and demolition activities that meets and exceeds minimal state building code diversion for beneficial reuse standards. Encourage preservation and readaptation of existing structures over replacement and deconstruction and reuse of building materials over demolition.

See also: CN5.F; EC3.E

Action HW10.G***Water Conservation***

Implement water conservation efforts for households, businesses, industries and public infrastructure. Include measures such as the following:

- Require low-flow appliances and fixtures in all new development in accordance with EBMUD Water Service Regulations (Section 31).

GOAL HW10

Green and Sustainable Development Practices

- Work with water providers and water conservation agencies to create an incentives program that encourages retrofitting existing development with low-flow water fixtures;
- Require new development and landscaped public areas to utilize state-of-the-art irrigation systems that reduce water consumption including graywater systems and rainwater catchment;
- Encourage use of drought-tolerant and native vegetation;
- Require new plantings be grouped by hydrozones of water needs listed in the WUCOL III developed by the Department of Water Resources and the University of California Cooperative Extension (or successor document); and
- Require development project approvals to include a finding that all feasible and cost-effective options for conservation and water reuse are incorporated into project design including graywater systems.

See also: CN3.E; EC3.F

Action HW10.H

Water Recycling

Support efforts by the regional water provider to increase water recycling by residents, businesses and developers. Require water recycling and rainwater catchment in new development as appropriate to recycle water. Evaluate the use of recycled water in new and existing buildings and landscapes.

See also: CN3.B; EC3.G

Action HW10.I

City Vehicles Transition Program

As the City Vehicle fleet is replaced, the City will increase the share of climate-friendly vehicles and use of climate-friendly fuels in City-owned and operated vehicles. Evaluate existing City fleet and vehicle needs to determine fleet right-sizing and develop a phased plan to acquire climate-friendly vehicles. Consider including bicycles in the City fleet where feasible.

See also: CR5.D; EC2.B

GOAL HW11

Leadership in Building Healthy Communities

Policy HW11.1***Organizational Capacity for Change***

Strengthen the City's internal capacity to support and implement health-related policies and programs. Partner with Contra Costa Health services, community-based organizations, foundations and other regional agencies to build capacity among City staff, boards and commissions and elected officials with regard to health and its relationship with the design of the built environment. Promote the use of health criteria in reviewing and approving new development and redevelopment projects to maximize their health benefits and minimize or eliminate health impacts.

Policy HW11.2***Monitoring and Tracking***

Support ongoing monitoring and tracking of health outcomes and their relationship with City policies and programs. Collaborate with Contra Costa Health services to track progress over time and communicate findings and trends with the community to raise awareness and build support. Recognize individual and institutional successes and contributions to health outcomes.

GOAL HW11

Leadership in Building Healthy Communities

Action HW11.A

Training and Capacity-Building

Collaborate with Contra Costa Health Services, experts and non-profits to develop training programs for elected officials, boards and commissions and City staff to build capacity for implementing the Community Health and Wellness Element. Training programs may also be developed for community leaders and organizations to advocate for healthy communities over the life of this General Plan and beyond.

Action HW11.B

Healthy Development Criteria

Develop criteria and standards to evaluate the health benefits and impacts of land development projects and plans. Development criteria may be formatted as a checklist with quantitative and/or qualitative measures. Identify appropriate thresholds that would trigger healthy development review. Develop guidelines for assessment relative to different scales of development. Consider models developed by the Shasta County Health Department and San Francisco Health Department.

Action HW11.C

Health Tracking Program

Collaborate with Contra Costa Health Services to develop a program that measures health outcomes over time to assess the effectiveness of City policies and programs. Develop specific measures to track progress and consider publishing a Community Health Report Card periodically to communicate results to the public.

See also: HW11.E

Action HW11.D

Healthy Choices Public Information Campaign

Work with Contra Costa Health Service and community stakeholders to identify creative ways to promote healthy lifestyle choices. Explore strategies that effectively target special needs of underserved communities such as youth, seniors and low-income households. Outreach materials may include newsletters, a website, postcards and radio or television announcements.

Action HW11.E

Healthy Development Recognition Program

Explore the potential for establishing a program to recognize projects and programs that achieve multiple health objectives and provide significant health benefits to the community.

Summary of Implementing Actions

The table presented on the following pages is a tool for guiding implementation of the City's Community Health and Wellness Element. Organized by the community's broad goals, the table provides an overview of policies and implementing actions detailed in the previous section. Each action is linked to a designated lead responsible party. Related policies are identified in the final column.

Table 11.2 Goal HW1: Improved Access to Parks, Recreation and Open Space

Action		Lead Responsibility	Supporting Policies
HW1.A	Parks Master Plan	Recreation	HW1.1, HW1.2, HW1.4, HW1.6, HW1.7, HW1.9
HW1.B	Parkland Dedication Ordinance	Planning and Building Services	HW1.1, HW1.2, HW1.7, HW1.8, HW1.9
HW1.C	Park Dedication Incentives Program	Planning and Building Services	HW1.1, HW1.2, HW1.7, HW1.8, HW1.9
HW1.D	Parks Maintenance Plan	Parks and Public Facilities	HW1.6, HW1.8
HW1.E	Citywide Recreation Program	Recreation	HW1.3, HW1.4
HW1.F	Recreation Facilities Maintenance Plan	Parks and Public Facilities	HW1.6
HW1.G	Joint-Use Agreements	City Manager's Office	HW1.1, HW1.2, HW1.5, HW1.6, HW1.9
HW1.H	Public Safety Design Guidelines	Planning and Building Services	HW1.6
HW1.I	Urban Greening Initiative	Recreation	HW1.1, HW1.2; HW1.7, HW1.9

Table 11.3 Goal HW2: Expanded Access to Healthy Food and Nutrition Choices

Action		Lead Responsibility	Supporting Policies
HW2.A	Healthy Food Store Incentives Program	Planning and Building Services	HW2.1
HW2.B	Healthy Food and Nutrition Choices	Planning and Building Services	HW2.3
HW2.C	Nutrition Standards for Vending Machines on City-Owned Property	Planning and Building Services	HW2.1
HW2.D	Sustainable Urban Agriculture Assessment	Planning and Building Services	HW2.2

11 Community Health and Wellness

Table 11.4 Goal HW3: Improved Access to Medical Services

Action		Lead Responsibility	Supporting Policies
HW1.A	Medical Facilities Access Plan	Planning and Building Services	HW3.1
HW3.B	Regional Medical Services Coordination	Planning and Building Services	HW3.1, HW3.2, HW3.3
HW3.C	Health Coverage Guidelines	Office of Economic Development	HW3.2
HW3.D	Disaster Preparedness and Recovery Plan	Fire	HW3.3

Table 11.5 Goal HW4: Safe and Convenient Public Transit and Active Circulation Options

Action		Lead Responsibility	Supporting Policies
HW4.A	Community Access and Mobility Criteria	Planning and Building Services	HW4.1, HW4.2, HW4.3, HW4.4, HW4.5
HW4.B	Transit Access Guidelines and Incentives	Engineering	HW4.1
HW4.C	Safe and Convenient Public Transit Options	Public Works	HW4.1, HW4.2, HW4.4, HW4.5
HW4.D	Bicycle and Pedestrian Plans	Planning and Building Services	HW4.3, HW4.4, HW4.5
HW4.E	Bicycle, Pedestrian and Trail Standards	Planning and Building Services	HW4.3, HW4.4, HW4.5
HW4.F	Safe Routes to School	Planning and Building Services	HW4.3, HW4.4
HW4.G	At-Grade Railroad Crossings Improvements	Redevelopment Agency	HW4.4
HW4.H	Traffic Calming Program	Engineering	HW4.3, HW4.4, HW4.5
HW4.I	Community-Based Self-Evaluation and Transition Plan	Public Works	HW4.3, HW4.4, HW4.5
HW4.J	Lower Speed Limit Zone	Engineering	HW4.4, HW4.5
HW4.K	Streetscape Improvements	Redevelopment Agency	HW4.3, HW4.4, HW4.5
HW4.L	Green Streets Program	Planning and Building Services	HW4.4, HW4.5
HW4.M	Circulation Impact Fee Program	Public Works	HW4.2, HW4.3, HW4.4, HW4.5
HW4.N	Street Design Standards	Planning and Building Services	HW4.3, HW4.4, HW4.5

Table 11.6 Goal HW5: A Range of Quality and Affordable Housing

Action		Lead Responsibility	Supporting Policies
HW5.A	Inclusionary Housing Ordinance	Richmond Housing Authority	HW5.1, HW5.2, HW5.3
HW5.B	Inclusionary Housing Incentives Program	Richmond Housing Authority	HW5.1, HW5.2, HW5.3
HW5.C	Existing Housing Restoration Program	Richmond Housing Authority	HW5.1, HW5.2, HW5.3
HW5.D	Senior and Affordable Housing Design Guidelines	Planning and Building Services	HW5.3, HW5.4
HW5.E	Rehabilitation Assistance Program	Richmond Housing Authority	HW5.3
HW5.F	Housing Rehabilitation Guidelines	Planning and Building Services	HW5.4
HW5.G	Code Enforcement Procedures	Planning and Building Services	HW5.3, HW5.4
HW5.H	Homeless Plan	Richmond Housing Authority	HW5.5
HW5.I	Community Land Trust Study	Richmond Housing Authority	HW5.1, HW5.2, HW5.3

Table 11.7 Goal HW6: Expanded Economic Opportunity

Action		Lead Responsibility	Supporting Policies
HW6.A	Green Business Strategic Plan	Economic Development Commission	HW6.1, HW6.2, HW6.4
HW6.B	Workforce Development Strategy	Employment and Training	HW6.1, HW6.2
HW6.C	Small-Business Support Program	Economic Development Commission	HW6.1, HW6.3
HW6.D	Local First Hire Ordinance	Human Resources	HW6.4
HW6.E	Living Wage Requirements	Human Resources	HW6.2, HW6.4

Table 11.8 Goal HW7: Complete Streets

Action		Lead Responsibility	Supporting Policies
HW7A	Corridor Improvement Plans	Redevelopment Agency	HW7.1, HW7.2
HW7.B	Neighborhood Revitalization Plans	Redevelopment Agency	HW7.1, HW7.2

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Table 11.9 Goal HW8: Improved Safety in Neighborhoods and Public Spaces

Action		Lead Responsibility	Supporting Policies
HW8.A	Public Safety Committee and Anti-Violence Prog.	Office of Neighborhood Safety	HW8.1, HW8.2, HW8.3
HW8.B	Pedestrian-Scale Lighting Standards	Public Works	HW8.1, HW8.2
HW8.C	Liquor Store Ordinance	Planning and Building Services	HW8.2
HW8.D	Inmate Re-Entry and Transition Program	Employment and Training	HW8.4

Table 11.10 Goal HW9: Safe and Convenient Public Transit and Active Circulation Options

Action		Lead Responsibility	Supporting Policies
HW9.A	Air Quality Monitoring and Reporting Program	City Manager's Office	HW9.1
HW9.B	Air Pollution Reduction Strategy	City Manager's Office	HW9.1
HW9.C	Engine Replacement and Retrofitting Program	Public Works	HW9.1
HW9.D	Port Emissions Reduction Plan	Port Operations	HW9.1
HW9.E	Indoor Air Quality Guidelines	Planning and Building Services	HW9.1
HW9.F	Sensitive Use Location Guidelines	Planning and Building Services	HW9.1
HW9.G	Air Quality Impact Analysis Guidelines	Planning and Building Services	HW9.1
HW9.H	Truck Routes Plan	Port Operations	HW9.1
HW9.I	Emergency Alert System	Office of Emergency Services	HW9.1
HW9.J	Site Remediation	Redevelopment Agency	HW9.2
HW9.K	Hazardous Substance Management Standards	Fire	HW9.2
HW9.L	NPDES Compliance and Permit	Engineering	HW9.3
HW9.M	Urban Forestry Management Plan	Public Works	HW9.4
HW9.N	Urban Creek Restoration	Engineering	HW9.5
HW9.O	Open Space Plan	Planning and Building Services	HW9.6
HW9.P	Habitat Conservation Plans	Planning and Building Services	HW9.7
HW9.Q	Habitat Restoration Plan	Public Works	HW9.7
HW9.R	Noise Ordinance	Planning and Building Services	HW9.8, HW9.9

Table 11.10 Goal HW9: Safe and Convenient Public Transit and Active Circulation Options

Action		Lead Responsibility	Supporting Policies
HW9.S	Quiet Zone Expansion	City Manager's Office	HW9.8, HW9.9
HW9.T	Second-Hand Smoke Ordinance	City Attorney's Office	HW9.10

Table 11.11 Goal HW10: Green and Sustainable Development Practices

Action		Lead Responsibility	Supporting Policies
HW10.A	Climate Action Plan	City Manager's Office	HW10.1, HW10.2, HW10.3, HW10.4, HW10.5, HW10.6, HW10.7, HW10.8
HW10.B	Green Building Ordinance	Planning and Building Services	HW10.1, HW10.5
HW10.C	Green Building Technologies and Standards	Planning and Building Services	HW10.1, HW10.2, HW10.4, HW10.5
HW10.D	Renewable Energy Program	City Manager's Office	HW10.1, HW10.4
HW10.E	Waste Reduction and Recycling	Engineering	HW10.1, HW10.6
HW10.F	Construction and Demolition Ordinance	Planning and Building Services	HW10.1, HW10.6
HW10.G	Water Conservation	Engineering	HW10.1, HW10.7
HW10.H	Water Recycling	Engineering	HW10.1, HW10.7
HW10.I	City Vehicles Transition Plan	Public Works	HW10.1, HW10.4, HW10.8

Table 11.12 Goal HW11: Leadership in Building Healthy Communities

Action		Lead Responsibility	Supporting Policies
HW11.A	Training and Capacity-Building	Planning and Building Services	HW11.1
HW11.B	Healthy Development Criteria	Planning and Building Services	HW11.1
HW11.C	Health Tracking Program	Planning and Building Services	HW11.2
HW11.D	Healthy Choices Public Information Campaign	City Manager's Office	HW11.1, HW1.2
HW11.E	Healthy Development Recognition Program	Planning and Building Services	HW11.2

Regulatory Framework

Departments and Agencies

Office of Neighborhood Safety

The Office of Neighborhood Safety (ONS) aims to create, promote and strengthen activities designed to enhance community safety and well-being. Established in 2008, ONS aims to reduce crime and violence in Richmond by refocusing local and regional prevention programs, coordinating local anti-violence groups and projects and becoming a source of information about violence and its causes. Under the administrative direction of the City Manager, ONS is responsible for planning, developing and organizing all phases of the work necessary to implement the City's Violence Prevention program. Specific responsibilities involve developing, implementing and monitoring policies intended to reduce the level of violence within specific neighborhoods and citywide. In addition, ONS coordinates with Parks and Recreation and Police departments and the graffiti abatement program, as well as anti-violence community groups, to help curb violence (<http://www.ci.richmond.ca.us/index.asp?NID=271>).

Public Safety/Public Services Standing Committee

The Public Safety/Public Services Standing Committee reviews and discusses matters regarding public safety and services for the Richmond community (<http://www.ci.richmond.ca.us/index.asp?NID=680>).

Contra Costa Health Services

Contra Costa Health Services (CCHS) cares for the health of all people in Contra Costa County with special attention to those who are most vulnerable to health problems. This comprehensive health system meets the needs of residents in a variety of ways. Services include: a regional medical center and hospital in Martinez; health centers and public health clinics throughout the County; a health insurance plan; and public health programs. The integrated system administers a wide range of county, state and federal programs and services that address a wide range of community issues including alcohol and drug abuse, emergency medical health services, environmental health and protection, hazardous materials, mental health and public health. CCHS's department-wide goal is to reduce health disparities by addressing issues of diversity and linguistic and cultural competence (<http://cchealth.org/>).

San Francisco Bay Conservation and Development Commission

The San Francisco Bay Conservation and Development Commission (BCDC) is dedicated to the protection, enhancement and responsible use of San Francisco Bay. As the federally designated state coastal management agency for the San Francisco Bay segment of the California coastal zone, BCDC can use the authority of the federal Coastal Zone Management Act to ensure that federal projects and activities are consistent with the policies of the Bay Plan and state law.

The San Francisco Bay Plan was completed and incorporated into state law in 1969. The Plan

includes policies on use of the Bay ranging from ports, industries, public recreation, airports and wildlife refuges. BCDC plays a critical role in Bay governance which complements the responsibilities and authorities of other public agencies involved in Bay protection and development including the U.S. Environmental Protection Agency, the U.S. Army Corps of Engineers and the San Francisco Bay Regional Water Quality Control Board, all of which regulate discharges into the Bay and protect Bay Area wetlands (<http://www.bcdc.ca.gov/>).

Department of Toxic Substance Control

The California Department of Toxic Substances Control (DTSC) aims to protect public health and the environment from toxic harm and exposures to hazardous wastes through legislature, legal enforcement, field work, financial incentive programs and research. The U.S. Environmental Protection Agency (U.S. EPA) authorizes DTSC to carry out the Resource Conservation and Recovery Act (RCRA) program in California and the California Health and Safety Code.

DTSC offers a number of incentives to encourage property owners to investigate and clean up their properties through the Voluntary Clean-up Program, the Expedited Remedial Action Pilot Program and the low-interest Investigating Site Contamination and Clean-up Loans and Environmental Assistance to Neighborhoods (CLEAN Loans) Programs.

DTSC regulates the storage, recycling and reuse of hazardous waste, removing dangerous substances and release into the environment through landfills, sewer systems and illegal dumping. DTSC is also engaged

in scientific and engineering research, from classifying waste to assessing risk, exploring new remediation methodologies and setting new regulatory standards (<http://www.dtsc.ca.gov/>).

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) was created in 1955 as a regional agency to regulate the stationary sources of air pollution in the nine-county San Francisco Bay Area. The District's major goals include: attaining and maintaining air quality standards; increasing public awareness; and developing and implementing protocols and policies for environmental justice (<http://www.baaqmd.gov/>).

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