

10

**Health, Wellness, &
Environmental Justice**

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10.1 WHAT IS HEALTH AND WELLNESS?



What makes people healthy, what helps them maintain their health? Health is more than the absence of disease. It is an optimum state of well-being: mental, physical, emotional, and spiritual. Health is wholeness and includes physical well-being, having a sense of belonging to community and family, and experiencing control over one's life.

What makes a healthy community? It's a place that is continually creating and improving its physical and social environments, expanding its resources to enable us to support each other in performing all the functions of life: a place where it is possible to choose a healthy lifestyle and develop to our maximum potential.

In the last twenty years, there has been an increasing emphasis on health and wellness as a factor in daily life and many Americans have begun to focus on improving their health and well-being. We now pay attention to what we eat, how much exercise we get, and how our environment affects our overall health and sense of well-being. Nowhere is this focus more prevalent than in Southern California, where we spend much of our free time at gyms, yoga studios, wellness centers, parks, outdoor activities year-round alternative health care providers and medical facilities. This trend is making us healthier, feel better, and allowing us to live longer. The question is, how can our local government help foster a healthier

city, with more and more opportunities to improve our health and wellness? And are these opportunities available for all segments of the population? As it turns out, there are many areas where a city can promote and influence healthy lifestyles; everything from making parks more accessible and up-to-date, to promoting healthy eating choices, to making sure our air quality improves. Focusing these efforts in areas that need it the most is an important city goal.

A community's overall health depends on many factors. Social determinants leading to greater health and well-being for all residents include:

- Improving physical activity;
- Improving nutrition and weight status (obesity);
- Reducing food insecurity (lack of food or lack of healthy food alternatives);
- Promoting overall healthy living for all residents;
- Focusing on health education and providing community-based programs;
- Identifying factors that cause chronic diseases such as diabetes and heart disease; and
- Having access to safe, open spaces and homes.

The individual and the choices they make around food, exercise, medical visits, and overall attitudes control many of these factors. Local government can help make these choices easier and healthier by:

- Providing quality park and recreational facilities;
- Promoting healthy food choices and ensuring greater access to fresh and affordable healthy food;
- Adopting policies and systems that support a healthy lifestyle across the entire population of the city, regardless of socio-economic status;
- Providing walkable neighborhoods and options for walking, bicycling and public transit;
- Ensuring high quality, safe, and affordable housing, neighborhoods and public spaces;
- Ensuring environmental quality and economic opportunities for all residents;
- Encouraging citizen participation by sponsoring events, festivals, and education programs and fostering social cohesion;
- Creating specialized programs for patients currently living with chronic diseases such as diabetes and high blood pressure; and
- Providing health and nutrition education for youth and adults.



A healthy community is where residents live longer, healthier lives; a city where superior air quality supports respiratory health; a place with a safe and effective transportation system with diverse travel choices; a city that promotes physical activity with a complete network of parks, trails, and open spaces, as well as extensive walking and cycling routes; an environment that provides convenient access to affordable healthy foods; and neighborhoods where people feel safe.

10.2 WHAT IS ENVIRONMENTAL JUSTICE?



While it would be the hope that all persons are given equal access to healthy environments, healthy foods, parks and recreational facilities, and medical assistance, this is not always the case. Those in neighborhoods of lower income are more likely to be at a disadvantage when it comes to this equal access to programs and places that make and keep us healthy. This disadvantage gave way to the notion of environmental justice (EJ), which arose out of the social and environmental movements of the 1960s and 1970s based on the fact that polluting facilities were being located in neighborhoods that were mostly minority or low income. According to the SB1000 Implementation Toolkit, “Planning for Healthy Communities,” low-income residents, communities of color, tribal nations, and immigrant communities have disproportionately experienced some of the greatest environmental burdens and related health problems throughout the history of the United States. This inequity is the result of many factors: inappropriate zoning and negligent land use planning, structural inequities, failure to enforce proper zoning, discriminatory housing and lending practices, limited political and economic power, the prioritization of business interests over public health and development patterns that tend to concentrate pollution, and environmental hazards, in certain communities. These factors can lead to communities having a less healthy environment, with the balance of economic and environmental benefits based outside of these communities. Environmental justice seeks to remedy this imbalance, based on the democratic values of fairness and equity.

This General Plan Element, in an effort to balance the scales of environmental justice, will set out general health and wellness goals for the city at large, but will pay particular attention, and set particular policies for those in disadvantaged communities. In order to reduce unique and compounded health risks in disadvantaged communities and to promote environmental justice, goals and policies of this Element will focus on the following specific areas:

- Reducing pollution exposure and improving air quality;
- Promoting public and recreational facilities;
- Promoting health food access;
- Promoting safe and sanitary homes;
- Promoting physical activity;
- Promoting “civil engagement” in the public decision-making process; and
- Prioritizing improvements and programs that address the needs of disadvantaged communities.

Disadvantaged Communities



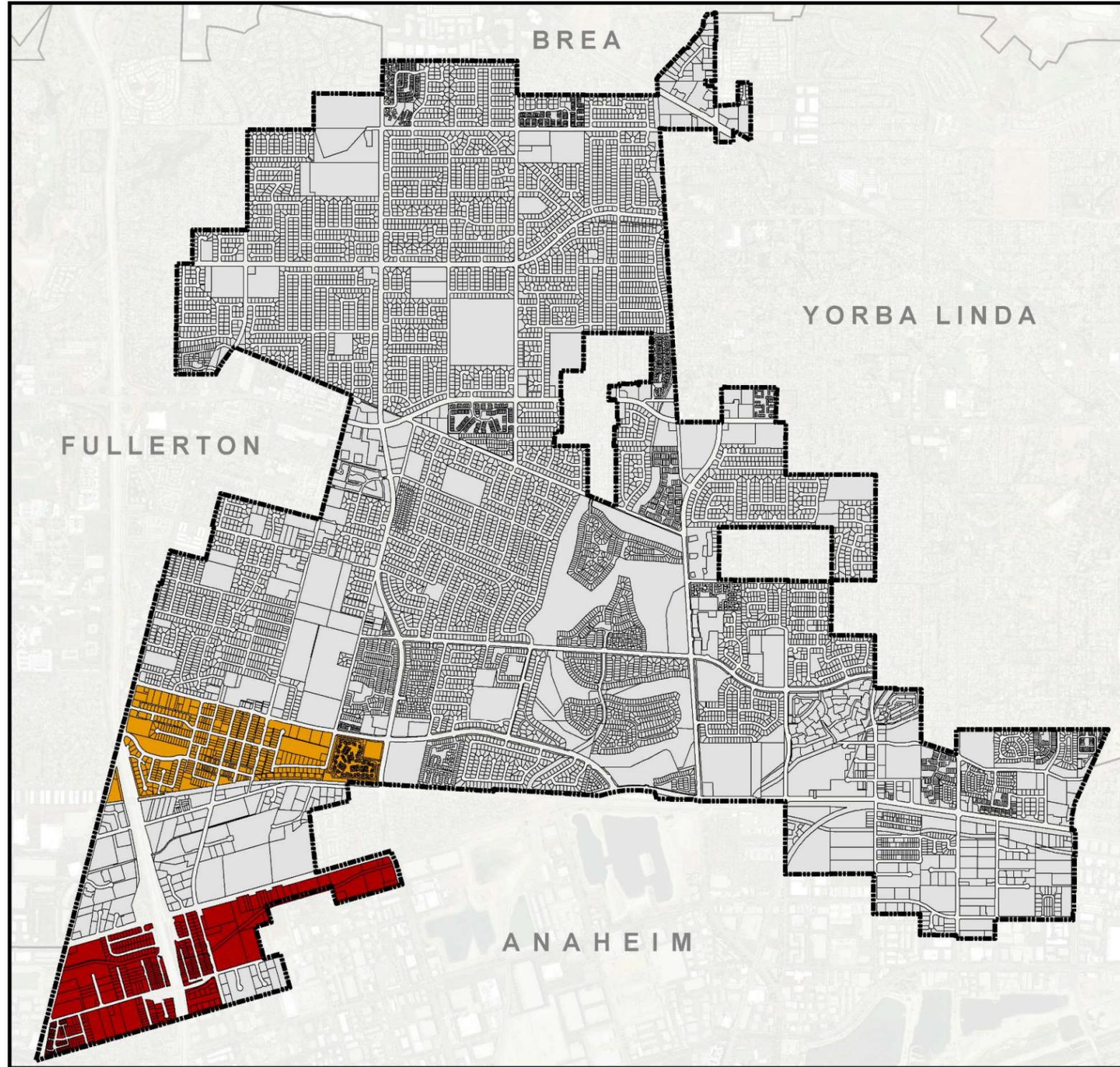
What exactly is a “disadvantaged community”? While Placentia has a steady economy, there are pockets of the community that currently experience poverty, food insecurity, higher rates of diseases, and reduced access to open space for physical activity. According to research conducted for the *‘Get Healthy Placentia Strategic Initiative,’* in these areas, 11.8% of the population fall below the national poverty rate, with 16.3% of children living below the poverty level. A recent city profile released from *Orange County’s Healthier Together* states that 22.7% of adults in Placentia are obese, which is 10% worse than the Orange County average. People in poverty are more likely to have chronic disease and difficulty accessing health care. Access to safe, open space for physical activity increases exercise by 10%.

The California Environmental Protection Agency (CalEPA), using the California Communities Environmental Health Screening Tool, or CalEnvironScreen, is the responsible State agency for identifying “disadvantaged communities,” or DACs. A DAC is defined as “an area identified by the CalEPA pursuant to the Health and Safety Code that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.” CalEPA has identified two such communities in Placentia, commonly known as the La Jolla community and Old Town. (The City has also identified the Atwood community as one that could benefit from focused attention on the health and wellness programs.)

Overview of Placentia's Disadvantaged Communities

According to CalEPA, the City of Placentia has two disadvantaged areas: The La Jolla neighborhood and a portion of the Old Town area. These disadvantaged communities are shown on Exhibit 1-1. This exhibit shows the entirety of both census tracts identified by the CalEnvironScreen, although the actual disadvantaged areas are likely smaller than the whole census tracts shown and that is borne out by site visits to both communities.

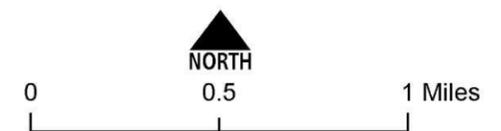
Exhibit 1. Disadvantaged Communities Census Tracts



DAC Census Tracts

Census Tracts

- 117.20
- 117.21
- Other



Produced: May 24, 2018

La Jolla Community Setting



The residential portion of the La Jolla neighborhood is nestled in the northern intersection of two freeways – the 91 Riverside Freeway on the south and the 57 Orange Freeway on the east. This location, so close to two freeways, is a large factor for its disadvantaged status, in addition to warehouse and light manufacturing uses located nearby. Couple this with a lack of outdoor recreation areas, little to no healthy food outlets, unsafe routes to school, unsafe and unsanitary housing conditions, and lower income levels, and it is clear that La Jolla is a neighborhood in need of special attention.

With the help of the *Lot 318* non-profit organization, community outreach for this Element was conducted for the La Jolla neighborhood in the form of community meetings and street fare surveys. Staff found a neighborhood eager to tell its tale and get involved. In fact, many commented that they would like more community meetings and to get involved in local decision-making, an expressed goal of environmental justice. Other comments were:

1. Desire for more code enforcement of landlord properties;
2. Need for routine police patrols and more police presence in the neighborhood;
3. Concerns about gang activity (including graffiti and strewn drug paraphernalia) and need for police on foot to reduce or stop it;
4. Improve dark streets with LED streets lights, speed humps, red curbs near fire hydrants;

5. Desire for more city services and programs, with a specific request to expand the hours and locations for the Whitten Center food bank;
6. Need for more exercise and social programs (especially free ones) for all residents but particularly for children and seniors;
7. Need for food and nutrition classes;
8. Need for safer routes to parks and city services;
9. Parking issues throughout the neighborhood including Gonzales and Easton Streets, Moisi Lane, Vista Avenue, and other La Jolla neighborhood streets.





10. Traffic concerns regarding speeding on La Jolla Street, jaywalking, and the lack of crossing signals at crosswalks and at overpass bridge;
11. Crosswalks needed on Melrose, especially at Whitten Center and for the Headstart program;
12. Concerns about cut-through traffic from Anaheim residents using neighborhoods to access freeways, especially at Vista Avenue, Easton and Walgreen Streets and Buccaneer Drive;
13. Desire for more parks, benches and more street trees;
14. McFadden Park needs landscaping and remodeling;
15. Parents having to walk over the 57 Freeway overpass, with its steep grade, to walk children to school and back;
16. Concerns about food trucks selling unhealthy food and causing traffic congestion and unsafe conditions;
17. Trash dumping in various spots;
18. Overcrowding in housing and houses and buildings are not being addressed;
19. Lack of on-street parking, garages used as living spaces, and lack of pavement repair (especially Melrose Street);



- 20. Need for more animal control (skunks, coyotes, feral cats, raccoons); and
- 21. Desire for undergrounding of utility lines.

All of these comments were addressed in the goals and policies in this Element, reflecting short- and long-term ways to address these concerns.

Old Town Community Setting

Census Tract 117.21 is designated as a DAC and represents the area in Placentia known as Old Town. As with the La Jolla community, Old Town is bounded by the 57 Freeway to the west and by the BSNF Railroad line to the south. These two transportation routes, coupled with a lower than median income level, and evidence of substandard housing, were factors in determining its disadvantaged status.

Although specific community meetings were not held for Old Town for this Element, the City recently adopted the Old Town Revitalization Plan in 2017. Extensive outreach was conducted in 2016/2017 for this Plan. The purpose of this Plan is to enhance the physical and economic environment in the City's Old Town aimed at creating a lively destination to support the current economic base, enhance the town center of Placentia, and better connect to adjacent neighborhoods and surrounding cities. In preparation for the City of Placentia's Revitalization Plan for the Old Town area, a series of community meetings, workshops, and stakeholder discussions were conducted to gather the community's input and insight and staff collected information on the needs of this disadvantaged community. Discussions covered a range of topics, including vision, mobility, land use/density, business uses, streetscapes and landscapes, public spaces, wayfinding, programming, safety,

implementation, and funding. This outreach identified the community’s goals and desires, and data collected from the community workshops and public outreach was used to inform the vision, values, policies, and design elements of the Plan. See Appendix 10-1 for the [Old Town Revitalization Plan](#).



Many participants were especially concerned with Old Town’s perceived lack of safety. Stakeholders expressed an overwhelming need for a plan that implemented safety improvements, including a more consistent sanitation schedule, better lighting, and improved police surveillance. Other common concerns included: poor landscaping, challenging parking, and physical deterioration. Common priorities included: improvement of private and public spaces, enhanced streetscapes, landscapes, improved lighting, sidewalks, and alleys. The community desired an enhanced environment, one that would be safer, more inviting, creating a better sense of place, while drawing from the historic importance in the area. The goals and policies of this Element, together with the [Old Town Revitalization Plan](#), address the Old Town community’s concerns.

10.3 RESPIRATORY HEALTH AND AIR QUALITY IN DISADVANTAGED COMMUNITIES

10-15

In preparation of this Element, the City conducted a technical study to identify potential health risks associated with air quality and greenhouse gases, or climate change, in the disadvantaged communities of Placentia. This study was prepared in accordance with “The Planning for Healthy Communities Act” and also determines how well the City met State and Federal air quality standards. The

following section summarizes the findings of the study and specific policies were drawn from the conclusions of this study. (Appendix 10-2)

Poor Air Quality Sources and Their Impacts

Localized environmental conditions have an impact on community health and wellness. Research on the incidence of disease has consistently found a connection between living near busy roadways, railways, or heavy industrial warehousing/processing facilities and the prevalence of respiratory disease symptoms, such as asthma and chronic obstructive pulmonary disease (COPD). Roadways, highways, railways, and heavy industrial/processing facilities produce high levels of diesel particulate matter (DPM), a toxic air contaminant (TAC). Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is what is known as DPM. This is most easily recognized as the black smoke that diesel engines emit. The disadvantaged communities are in close proximity to freeways, and the vehicles emitting DPM, and therefore are disproportionately affected by this damaging pollutant.



Just how damaging is DPM? Studies show that residents and workers were more likely to develop lung cancer than people who were not exposed to diesel emissions. According to the Office of Environmental Health Hazard Assessment (OEHHA), long-term exposure to DPM poses the highest cancer risk of any toxic air contaminant evaluated by OEHHA. The California Air Resources Board (CARB) estimates that about 70 percent of the cancer risk that the average Californian faces from breathing toxic air pollutants stems from diesel exhaust particles. CARB estimates that diesel particle levels measured in California's air could cause 540 "excess" cancers in a population of 1 million people over a 70- year lifetime. ("Excess" cancer would mean cases above the number that would typically be

associated with that particular cancer.) Other researchers and scientific organizations, including the National Institute for Occupational Safety and Health (NIOSH), have calculated cancer risks from diesel exhaust similar to those developed by OEHHA and CARB.

Exposure to diesel exhaust can have immediate health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. In studies with human volunteers, diesel exhaust particles made people with allergies more susceptible to the materials to which they are allergic, such as dust and pollen. Exposure to diesel exhaust also causes inflammation in the lungs, which may aggravate chronic respiratory symptoms and increase the frequency or intensity of asthma attacks.

Diesel engines are a major source of fine particulate pollution. The elderly and people with emphysema, asthma, and chronic heart and lung disease are especially sensitive to fine-particle pollution. Numerous studies have linked elevated particulate levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Exposure to fine particles is associated with increased frequency of childhood illnesses and can also reduce lung function in children. In California, diesel exhaust particles have been identified as a carcinogen.

What is the Air Pollutant called “Particulate Matter”?

Another air pollutant of concern in environmental health is fine “particulate matter” known as PM_{2.5}.¹ Particulate matter (PM) includes finely divided solids or liquids such as dust, fly ash, soot, smoke, aerosols, fumes, mists and condensing vapors that can be suspended in the air for extended periods of time. Sources of particulate matter are from both human and natural activities. A significant portion of PM sources is generated in agricultural operations, industrial processes, combustion of wood and fossil fuels, construction and demolition activities, road dust, windblown dust and wildfires. Particle pollution levels can be especially high near busy roads, in urban areas (especially during rush hour), and in industrial areas. It is also increased when there are wildfires and when the weather is calm, allowing air pollution to build up. For example, hot humid days with stagnant air have much higher particle concentrations than days with air partially “scrubbed” by rain or wind. Because of their small size, fine particles outdoors can penetrate into homes and buildings.

¹ Particulate matter 2.5 microns in diameter or less.



Particulate matter primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. Individuals with pre-existing respiratory and/or cardiovascular disease, the elderly and children may be more susceptible to adverse effects of particulate matter exposure. Exposure to varying levels of $PM_{2.5}$ has been associated with increased mortality due to cardiovascular or respiratory diseases, reduction in life-span and hospital admissions for acute respiratory conditions. In children, $PM_{2.5}$ exposure can lead to school absences, decreased respiratory function, and increased medication use in those with asthma. Long-term particulate matter exposure has also been connected to reduced lung function growth in children. A consistent correlation between elevated ambient particulate matter levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world.

The City's Particulate Matter ($PM_{2.5}$) Exposure

City of Placentia (City) residents, especially those living in close proximity to State Route 57 (SR- 57) and in the southwestern and southeastern portions of the City where industrial uses are concentrated, are affected by environmental pollutants generated by existing industries and contaminants from heavy traffic on SR-57. Based on data from Caltrans, average daily traffic along the segments of SR-57 that pass-through Placentia ranges from 278,400 vehicles to 279,300 vehicles, and from 12,744 to 15,559 trucks for both northbound and southbound traffic.

According to the Public Alliance of Southern California (PASC), the two DACs are within the top 25 percent in the PASC's total Health Disadvantage Index (HDI) and Environmental Hazards for California. These two DACs are also within the 70th to 75th percentile for $PM_{2.5}$ concentration in California. As noted above, high

concentrations of PM_{2.5} can negatively impact individuals with pre-existing respiratory and/or cardiovascular disease, the elderly, and children.



The City's Toxic Air Contaminant (TAC) Exposure

The South Coast Air Quality Management District (SCAQMD) has conducted an in-depth analysis of TACs and their resulting health risks for all Southern California in the *Multiple Air Toxics Exposure Study in the South Coast Air Basin Study* (MATES IV, May 2015). MATES IV is the most comprehensive dataset documenting the ambient air toxic levels and health risks associated with the South Coast Air Basin (Basin) emissions. Therefore, the MATES IV study represents the baseline health risk for a cumulative analysis and estimates the average excess cancer risk level from exposure to TACs. Diesel particulate matter (DPM) is included in this cancer risk along with all other TAC sources. Diesel particulate matter accounts for 68 percent of the total risk shown in MATES IV. For all of Southern California, the MATES IV study shows that cancer risks have decreased more than 50 percent between 2008 and 2015.

According to the MATES IV study, the northern portion of the City has an air toxic cancer risk of 500 to 800 per million, and the southern portion of the City, including Old Town Placentia and the La Jolla neighborhood, has an air toxic cancer risk of 800 to 1,000 per million; the average risk in Orange County is 315 per million. The SCAQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to DPM exposure for new development projects.² As noted in MATES IV, the areas of higher risk include those

² A risk level of 10 in one million implies a likelihood that up to 10 persons, out of one million equally exposed people would contract cancer if exposed continuously (24 hours per day) to the levels of toxic air contaminants over a specified duration of time.

near the ports, Central Los Angeles, and along transportation corridors such as SR-57 and State Route 91 (SR-91), both of which border the La Jolla neighborhood.

In addition, according to the U.S. Environmental Protection Agency (EPA) Environmental Justice Screening and Mapping Tool (EJSCREEN), Placentia is within the 64th and 67th percentile for California DPM and air toxic cancer risk, and the 70th to 80th percentile for DPM and air toxic cancer risk in the United States.

The City's Asthma and Respiratory Risk



According to the Public Alliance of Southern California PASC Health Disadvantage Index (HDI), the average HDI score for asthma hospitalization in the City is slightly higher than the average Countywide score (Citywide HDI score of 28.42 versus a County average HDI score of 27.26). However, children under 18 within the City suffer less from asthma compared to the rest of Orange County. According to 2013 to 2015 data, children's asthma hospitalization rates in Placentia are approximately 6.9 hospitalizations per 10,000 population versus 7.1 hospitalizations per 10,000 population for the County. The City is in the 57th percentile for respiratory hazard index in California, and the 70th to 80th percentile for respiratory hazard index in the United States.

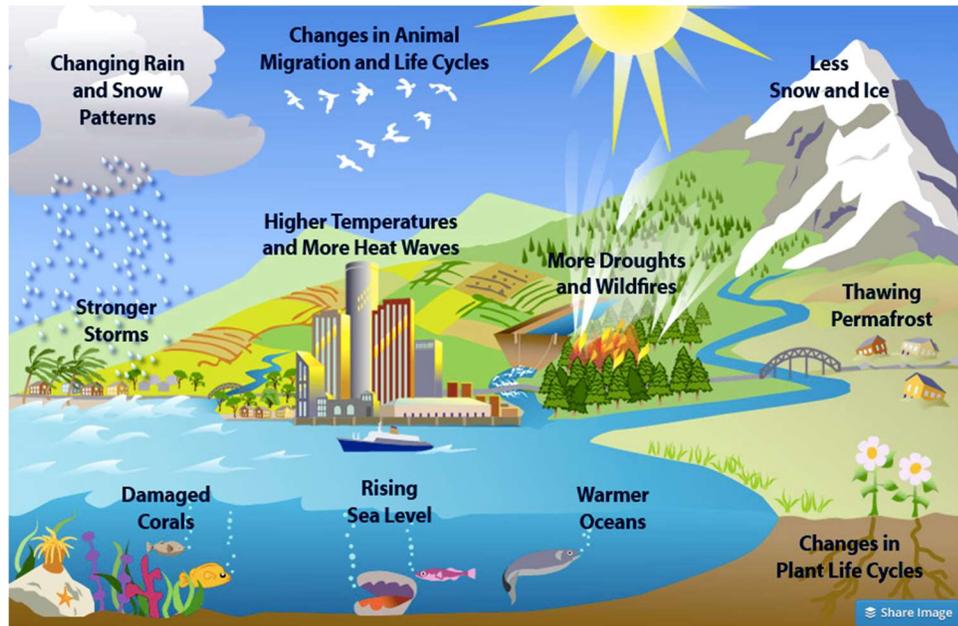
10.4 GREENHOUSE EFFECT AND CLIMATE CHANGE ADAPTATION

Climate change adaptation seeks to lower the risks posed by the consequences of climatic changes and involves taking practical actions to protect communities and manage risks from climate impacts and global warming. The natural process

through which heat is retained in the troposphere is called the “greenhouse effect.” The troposphere is the lowest region of the atmosphere, extending from the earth’s surface to a height of about 3.7–6.2 miles (6–10 km). The greenhouse effect traps heat in the troposphere through a threefold process as follows:

1. short wave radiation emitted by the Sun is absorbed by the Earth;
2. the Earth then emits a portion of this energy in the form of long wave radiation;
3. greenhouse gases (GHGs) in the upper atmosphere absorb, or “trap” this long wave radiation and emit it into space and toward the Earth.

This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. The greenhouse effect is responsible for many detrimental climate changes, such as those shown below.



Source: www.joboneforhumanity.org/global_warming

The most abundant GHGs are water vapor and carbon dioxide (CO₂). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a Global Warming Potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs include, but are not limited to:

- CO₂, water vapor (H₂O),
- methane (CH₄),
- nitrous oxide (N₂O),
- hydrofluorocarbons (HFCs),
- perfluorocarbons (PFCs), and

- sulfur hexafluoride (SF₆).

An abundance of these heat-trapping GHGs have increased global temperatures, which in turn is responsible for warming oceans, shrinking ice sheets, glacial retreat, decreasing snow pack, sea level rise, ocean acidification, and extreme weather events across the globe, collectively known as climate change.

The largest contributor to climate change is the release of large amounts of CO₂ and the other GHGs described above from burning fossil fuels to produce energy, as well as deforestation, industrial processes, and some agricultural practices that emit gases into the atmosphere. According to the US Environmental Protection Agency, the earth's average temperature has risen by 1.5°F over the past century and is projected to rise another 0.5 to 8.6°F over the next hundred years. These rising temperatures have been largely attributed to large releases of CO₂ and other GHGs into the Earth's atmosphere.

Climate change has already impacted numerous communities in California, and many DACs will suffer disproportionately from the effects of climate change in the future. The impacts of climate change can vary by geographic region (e.g., wildfires in the mountains, sea level rise on the coast, flooding near waterways, etc.) and can harm the people, structures, ecosystems, air quality, and other environments within them. The environmental impacts of climate change can create a substantial burden on DACs and are intensified in these communities due to existing environmental conditions. Residents in DACs may be exposed to worsened air quality conditions during heat waves, poor drinking water quality, building structure damage during extreme weather events, and other hazardous conditions. In addition, residents in DACs may not have adequate resources to properly prepare, respond, and recover from climate-related hazardous events. The primary risk for residents living within DACs in Placentia is poor air quality during climate-related heat waves and regional wildfires.

Placentia DACs and Climate Change

Placentia's two DACs are currently exposed to high levels of PM_{2.5}, DPM, and above-average asthma hospitalization rates due to the close proximity of SR-57 and industrial uses. These air quality conditions would worsen during extended periods of heat and could result in an increased occurrence of death and illness, including hospital visits, emergency room visits, and birth defects.

One limiting existing environmental condition in the Placentia DACs is a lack of shading due to deficient tree canopy coverage. It is estimated that a person may feel approximately 10 to 15 degrees cooler in the shade during excessive periods of heat. According to the PASC HDI, the La Jolla neighborhood and Old Town Placentia DACs have a low tree canopy coverage compared to other areas of Orange County (having an HDI score of 96-97 for population without tree canopy coverage, which is higher than the average tree canopy HDI score for Orange County which is 94).

The risk of “heat-island” effect³ in these areas is high. In addition, the two DACs rank in the 69-84th percentile for population without tree canopy coverage in California. As such, heat and air quality conditions in Placentia’s DACs would be further exacerbated during climate-related heat events due to a lack of shading from trees. Climate-change policies and actions can be implemented by the City to reduce heat and air quality-related environmental impacts within Placentia’s DACs, such as those provided in the Goals and Policies section.

In order to support improved health for all residents and particularly for those living in these disadvantaged communities, the goals and policies of this Element reflect specific actions that the City can take to improve health and well-being. These actions generally focus on promoting healthy food access; promoting safe and sanitary homes; promoting physical activity; reducing exposure to air pollution and improving air quality; promoting civil engagement; and prioritizing actions for those in disadvantaged communities.

Promoting Resilience in the Face of Climate Change⁴

A burgeoning area of focus with climate adaptation is human resilience. This new body of thought and research, championed by organizations such as the International Transformation Resilience Coalition, recognizes that adverse climate change events can cause trauma and can have perilous implications for people’s social and psychological well-being. These impacts don’t just go away once disaster is averted, but rather can change a person’s and community’s sense of safety, and overall sense of well-being.

Research has found that the psychological impacts of climate adversities can include severe anxiety, depression, post-traumatic stress syndrome (PTSD), ongoing grief, vicarious trauma, and much more. For example, 20 percent of east coast residents impacted by Superstorm Sandy reported PTSD, 33 percent reported depression, and 46 percent reported anxiety.⁵ Similar impacts have been found within people impacted by wildfires, prolonged droughts, heatwaves, and other disasters. The American Psychological Association said in 2017 that hopelessness and helplessness are growing due to the “unrelenting day-by-day despair” of directly experiencing, seeing, or worrying about climate change.⁶ Impacts of adverse climate experiences can cause strain on relationships, increase drug and alcohol abuse, and spur more domestic violence.

³ According to the U.S. EPA, “heat-island” is an urban area that is significantly warmer than its surrounding rural areas due to an abundance of paved surfaces and minimal shade.

⁴ International Transformation Resilience Coalition, “Preparing People on the West Coast for Climate Change,” January 8, 2019.

⁵ Neria Y. and Shultz JM. Mental health effects of Hurricane Sandy: characteristics, potential aftermath, and response. JAMA 2012; 308 (24).

⁶ American Psychological Association (2017). Mental Health and Our Changing Climate: impacts, implications and guidance.



These climatic events, caused by rising temperatures, are already aggravating many of the traumatic stressors experienced by millions of people, which include poverty, financial struggles, economic inequality, racism, sexism, fear of violence and many others. Those living in disadvantaged communities are more susceptible to the added stress of climate change and climate events. Many organizations, recognizing the social and psychological impacts of climate change, have begun to promote “transformational resilience” training, a proactive and preventative training that teaches people how to think and act in healthy ways even in unhealthy conditions, and in traumatic events, caused by climate change. Resilience is built by learning calming, self-regulation techniques and by learning skills that enable people to use climate, and other adversities, as transformational catalysts to learn, grow, and find new positive sources of meaning, direction, and hope. This type of training, because the skills apply to all traumatic events, has far-reaching effects, and can prevent harmful reactions to many other types of human-caused traumas such as community violence, and non-climate related natural disasters such as earthquakes.

10.5 REDUCING POLLUTION EXPOSURE AND IMPROVING AIR QUALITY

10-24

Local environmental conditions have an impact on community health. Several recent and significant studies have concluded those living within 1,000 feet of a freeway or any road carrying more than 100,000 vehicles a day are at risk of negative health impacts. These health impacts include higher incident of asthma, cancer,

cardiovascular disease, heart attacks, strokes, reduced lung function, dementia, autism and even premature death.⁷ An LA Times article, December 30, 2017 states:

It's especially unhealthy to live near freeways and roads frequented by diesel trucks, which spew many times more harmful gases and particles than cars. Diesel particulate matter, carcinogen-laden soot that deposits deep in the lungs, is responsible for the bulk of the cancer risk from air pollution and more than 1,000 early deaths a year in California.

Figure 1. Landscaped sound walls near freeways can reduce air pollution impacts.



In addition to living near busy roadways, living near heavy industrial facilities also increase the incidence of respiratory issues such as asthma. Respiratory illnesses, including asthma, pneumonia, chronic obstructive pulmonary disease (COPD), emphysema and other chronic conditions, are a significant public health problem in the United States. Polluted air, from stationary and mobile sources such as trucks and automobiles on freeways, are contributing to these respiratory illnesses and the location and mix of land uses and transportation investments can all have an impact

⁷ Some sources include EPA research (www.epa.gov); a study by the University of Southern California researcher, Heather E. Volk, PhD, MPH and a population-based cohort study published in The Lancet on February 18, 2017, Vol 389.

on environmental health. The City of Placentia is committed to not only reducing air quality impacts, but also to controlling water runoff and soil contamination. The goals and policies of the element focus on reducing indoor and outdoor air pollution and improving air quality for existing and future residents.

10.6 PROMOTING HEALTHY FOOD ACCESS



“We are what we eat.” This adage has been around for a long time, but it remains true. Unhealthy eating habits are a primary risk factor for five of the top ten causes of death in California. When convenience stores, gas stations, and fast food outlets are the only food retailers in neighborhoods, residents often rely on these stores for their food purchases and may find purchasing healthy foods difficult, inconvenient and costly. To stay healthy, we need to eat well, and, to make eating well easier, residents need convenient access to healthy food choices such as green markets, farmer’s markets, community supported agriculture (food co-ops), urban farming, and grocery stores that offer affordable healthy food. The city can help promote healthy eating with educational campaigns, urban agriculture, partnerships with retailers, educators, and non-profits, retail attraction practices, and reducing any code barriers to using land for sources of healthy, local food.

10-26

10.7 PROMOTING SAFE NEIGHBORHOODS AND SAFE, SANITARY HOMES

In order for residents to be active, they need to know that their neighborhoods are safe and clean. Public spaces that are dark, have graffiti, and where residents feel unsafe, will not be used by the community. People stay home if they do not feel

safe. Sometimes it is only the perception of a lack of safety, rather than an actual instance that can mean the difference between an active, engaged and social neighborhood versus one where few people walk or use the public parks and gathering spaces. Community safety is always of concern, especially to the seniors of a community. The City's Police Department and the Placentia Fire and Life Safety Department (formerly the Orange County Fire Authority) help to make Placentia a very safe city and this can be continued by policies that focus on safer streets and safety through design approaches. The City can conduct outreach to owners regarding maintenance requirements and to tenants so that they understand their rights for safe housing. The City can also focus on code compliance to reduce unsafe, unsanitary housing conditions.

10.8 PROMOTING PUBLIC FACILITIES AND PHYSICAL ACTIVITY

Public Facilities, Parks and Recreational Facilities



Convenient, safe access to parks and recreational facilities is directly correlated to an increase in the amount that people exercise. Residents need convenient access to parks that are maintained, that are up-to-date, safe and inviting. Together with affordable or free programs that appeal to all residents, parks and recreational facilities can help promote physical activity, a cornerstone of health. Increased physical exercise can reduce the risks of heart disease, hypertension, diabetes, and even some cancers. Stress, a modern-day risk, is reduced by exercise. Regular exercise can also provide social and emotional benefits as residents meet each other, engage in activities together and generally share quality time together. These

benefits can reduce depression, isolation, sadness, loneliness, and anxiety: all important factors for good health. The goals and policies in this Element address improving parks, park facilities, and recreational facilities, expanding recreational programs, and ensuring access for all residents to all facilities and programs.

Figure 2. Unused right-of-way that could be used for garden or park.



Walkable Neighborhoods and Community Design

When everyday conveniences such as stores, restaurants, parks and schools are located within walking distance of a neighborhood, opportunities for exercise increase. Walking can also be a very social activity, especially when families walk together, meeting other neighbors along the way, promoting neighborhood cohesion. Walking includes those who may need the assistance of a wheelchair or other walking device. This requires our neighborhoods to be safe, the roads to be well-maintained, sidewalks to be well connected, and the land uses to be planned to promote convenient connections between the people and the places they want to visit. In addition, healthier land use patterns, can be achieved by encouraging in-fill and locating destinations closer to housing, focusing development in mixed-use districts and along major transit corridors, constructing a diverse mix of uses throughout the City, and encouraging land use patterns that promote walking, bicycling and transit use. This also can reduce vehicle trips, helping reduce air quality impacts. The City can focus land use efforts on this healthier approach with policies that improve the walkability of our streets.

Walking, Bicycling, & Public Transit & Safe Transportation Network



Communities that are designed to encourage walking, biking and use of public transit are healthier communities. Walking or biking to work or play, or even to run errands, increases physical activity and contributes to physical health. Increased exercise reduces health risks, especially in the area of heart disease, obesity, and respiratory disease. The availability of public transit can impact pedestrian and outdoor activity. The layout and safety of the transportation network can have a significant impact on the travel choices people make and thus on levels of physical activity, air pollution, and social capital in a community. Design and engineering also can have a significant effect on the safety of the transportation network. Communities that encourage multiple modes of transportation—by providing a complete, well-connected street network with multiple destinations and facilities for transit, bicycling and walking—can decrease vehicle miles traveled, decrease air pollution and increase physical activity in the community. Encouraging these activities means that the streets must be safe, bikeways available, and public transit stops are safe and convenient. City policies revolve around increasing street safety for motorists, pedestrians, and cyclists and ensuring transit access for those who need it most. Policies in the Mobility Element of this General Plan also apply.

10.9 PROMOTING CIVIL ENGAGEMENT IN PUBLIC DECISION-MAKING



Often those who are most in need are the ones who are least heard in the political process. Promoting “civic engagement” for those in disadvantaged communities is imperative if the City is to improve the conditions in their lives and neighborhoods. While conducting outreach for this General Plan update, the message from the community was clear: we want to be heard and have more input. The City can employ many actions and strategies to increase this communication and it can empower the residents to speak up and get engaged in their local government. The goals and policies of the Element call for both the City reaching out specifically in the form of City Council visits, city-initiated community meetings, City Hall open houses and focused appointments to boards and commissions. In addition, making sure that residents know how to reach their city officials and staff and what programs are available to them are equally important. These actions can increase inclusiveness, transparency and participation in local affairs by those who can benefit the most.

10.10 PRIORITIZING IMPROVEMENTS AND PROGRAMS FOR DISADVANTAGED COMMUNITIES

For any city to prioritize its improvements and programs in a specific direction, it must focus both its staff and fiscal resources in a particular area. In order to tip the balance of public funding and improvements towards those living in disadvantaged communities, the City will consider this a priority when developing department work plans, during the annual budget season and in its day-to-day decisions. In addition,

an overall review of fiscal spending in the disadvantaged communities would assist in determining where resources may be lacking and where the City may wish to seek grants or focus funds.

Economic Opportunities

Economics can play a part in a community's health and wellness, helping to foster a vibrant local economy with a variety of places to shop and work where residents can find choices for healthy living. Also, a healthy community is one where residents have equal access to opportunities for jobs and job training so that they have a better sense of well-being and security. To the extent possible, the City's economic development efforts can encourage quality retailers who deliver healthy goods and services and support local hiring and workforce training and development. (See also the Economic Development Element.)

10.11 GOALS AND POLICIES

Health, Wellness, Environmental Justice and the Other General Plan Elements

The Health, Wellness and Environmental Justice Element of the General Plan is where the City lists its goals and policies for making Placentia a healthier city for all of its residents. The Element establishes a strong policy framework for developing conditions that will improve the health and well-being of Placentia citizens, particularly those within the disadvantaged communities. The policies provide direction for improving the physical environment and creating and sustaining programs that address the needs of the City's disadvantaged communities, and emphasis and priority is given to disadvantaged communities across all of these goals and policies.

This Element works with the other Elements of the General Plan to form a broad-based support for creating a healthy environment:

- The Land Use Element addresses the built environment including the mix of uses, density and intensity and creating a walkable environment.
- The Mobility Element includes goals and policies on creating a multi-modal transportation system.
- The Open Space and Recreation Element lays out goals and policies to improve the amount of, access to, and quality of parks and open spaces in Placentia.
- The Safety Element includes a range of health topics on protecting the community from man-made and natural hazards.
- The Conservation Element addresses the conservation of our air, water and other natural resources in order to create a healthy, viable city.

- The Economic Development Element addresses how we can promote businesses that support a healthier lifestyle, and development that will require new or upgraded sidewalks and amenities for pedestrians and cyclists.
- The Housing Element includes goals and policies for promoting quality, affordable housing.

Although the Health and Wellness Element is not a state-mandated element, the City of Placentia 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. The Environmental Justice Element, however, is required by Senate Bill 1000, amending Government Code Section 65302 (a), because a disadvantaged community has been identified within the area covered by this General Plan. These two Elements have been combined in an effort to create robust health and wellness guidance for all of the City's residents.

Conflicting Goals and Policies

In order to promote and ensure the tenets of environmental justice, wherever the following goals, policies or objectives appear to conflict with others within the General Plan, the goals, policies and objectives of this Element, if viewed as stricter, shall prevail.

Prioritize Needs of Disadvantaged Communities

It is the overall goal of the Element to ensure that improvements and programs that address the needs of the City's disadvantaged communities (DACs) are given priority. While all of the goals and policies of this Element apply to all residents, priority for actions shall be given to those projects and programs that would fulfill the needs of those residents living in disadvantaged communities.

Ensure Best Practices for Improving Health

GOAL HW/EJ - 1 *Implement innovative community health best practices that improve the health of all residents in Placentia.*

Policy HW/EJ - 1.1 Further develop the *Healthy Eating Active Living (HEAL)* campaign to qualify as a HEAL city, supporting policies, projects, programs and regulations that result in changes to the physical environment to improve health, well-being and physical activity.

Policy HW/EJ - 1.2 Support policies, projects, programs and regulations that encourage buildings to support the health of occupants and users by using non-toxic building materials and finishes, using

windows and design features to maximize natural light and ventilation, and providing access to the outdoor environment.

Policy HW/EJ - 1.3 Support policies, projects and programs that demonstrate best practices related to promoting wellness in City facilities and at City-sponsored events, such as serving healthy foods at community events.

Policy HW/EJ - 1.4 Support resilience training for staff, community leaders, and residents, recognizing the urgency of this type of training for supporting community members, especially those in DACs, who will experience social and psychological impacts of climate change.

Promote Physical Activity

GOAL HW/EJ - 2 *Promote land use patterns, both private and public, that promote increased physical activity, biking and walking as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.*

Policy HW/EJ - 2.1 Consider amending the Zoning Code to allow neighborhood-serving retail uses within neighborhoods at key nodes to provide opportunities for retail services within one-quarter mile of all residences. Permit these neighborhood serving uses with reduced parking requirements.

Policy HW/EJ - 2.2 Promote public spaces that provide pleasant places in which neighbors can meet, congregate, and be physically active together.

Policy HW/EJ - 2.3 Form partnerships with school districts and other educational institutions, non-profit organizations, healthcare organizations, and regional governmental agencies to foster and participate in efforts promoting healthy lifestyles, physical activity and positive health outcomes.

Policy HW/EJ - 2.4 Implement the adopted Complete Parks Guidelines to guide future Master Plan park planning. The goal of the policy is to advance the role of parks, recreation and community services in the eyes of the local policy makers to establish parks as centers for community health, smart growth, equitable development and environmental justice.

Policy HW/EJ - 2.5 Revitalize existing green spaces to provide more recreational spaces and encourage greater outdoor physical activity.

Policy HW/EJ - 2.6 Provide free or subsidized access to exercise equipment in public areas not currently used for recreation to increase physical activity options.

GOAL HW/EJ - 3 *Provide a high-quality pedestrian network so that residents from all neighborhoods can safely walk to their destinations.*

Policy HW/EJ - 3.1 Strive to mitigate and improve locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within Placentia.

Policy HW/EJ - 3.2 Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety. Crosswalks should be installed on Melrose Avenue for those participating in the Whitten Center programs.

Policy HW/EJ - 3.3 Improve pedestrian lighting on sidewalks throughout the City, but especially in high-volume pedestrian areas and DACs.

Policy HW/EJ - 3.4 Prioritize improvements to sidewalks and the pedestrian environment in the DACs and areas around schools and parks.

Policy HW/EJ - 3.5 Support policies and regulations involving land use and zoning changes that would provide access to daily retail needs, recreational facilities, and transit stops within a walkable distance (i.e., a quarter-to a half-mile) of established residential areas and DACs.

Policy HW/EJ - 3.6 Make streets and other public spaces more visually appealing and environmentally friendly by planting street trees, improving landscaping, adding decorative street furniture, and regularly cleaning the sidewalks and streets.

Policy HW/EJ - 3.7 Develop public art, fountains and other forms that beautify Placentia's streets and provide a collection of permanent outdoor artwork throughout the City. Identify opportunities to support and fund local artists and students to create public art in the City.

GOAL HW/EJ - 4 *Promote complete neighborhoods that provide access to a range of daily goods and services, and recreational resources within comfortable walking distance of homes.*

Policy HW/EJ - 4.1 Provide higher-density and infill mixed-use development affordable to all incomes on vacant and underutilized parcels throughout the City.

Policy HW/EJ - 4.2 Promote local-serving retail and public amenities at key locations within residential neighborhoods and DACs.

Policy HW/EJ - 4.3 Develop Corridor Improvement Plans for key commercial corridors in the City to guide redevelopment of these areas into mixed-use, pedestrian and transit-oriented corridors and nodes.

Policy HW/EJ - 4.4 Fully implement and promote the Old Town Revitalization Plan and the Transit Oriented Development district to ensure, as those areas develop under these plans, that a full range of retail and services are provided within walking or easy transit distances.

Policy HW/EJ - 4.5 Update Zoning Code to eliminate any barriers to facilitating the goal of creating complete neighborhoods with access to retail and recreation resources within walking distance of homes.

Promote Access to All Public Facilities

GOAL HW/EJ - 5 *Seek to provide access to all public facilities such as government buildings, infrastructure, healthcare, emergency services, parks, cultural centers, transit centers for all residents, especially those in DACs.*

Policy HW/EJ - 5.1 Reduce the potential for car collisions through design improvements, traffic calming, enforcement, and education efforts in public services announcements, city distributed newsletters. Maintain data on and prioritize improvements for locations with high incidences of bicycle/pedestrian/vehicle collisions.

Policy HW/EJ - 5.2 Develop and support education and enforcement campaigns on traffic, bicycle, and public transit options. Encourage bicycle and pedestrian safety through education and incentive programs. Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.

Policy HW/EJ - 5.3 Execute policies and programs that encourage transit use and increase transit service throughout the City.

Policy HW/EJ - 5.4 In new policies and programs stress the priority of bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity.

Policy HW/EJ - 5.5 Promote ride-sharing with a citywide ride-share management plan.

Policy HW/EJ - 5.6 Continue to pursue strategies including partnerships with other transportation providers to provide a comprehensive system of para-transit service for seniors and people of all abilities and enhance service within the City and to regional public facilities, especially medical facilities.

- Policy HW/EJ - 5.7** Promote mixed-use urban streets that balance public transit, walking and bicycling with other modes of travel by adopting and implementing a Complete Streets ordinance.
- Policy HW/EJ - 5.8** 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.
- Policy HW/EJ - 5.9** 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 Old Town, DACs, mixed-use corridors, and key intersections.
- Policy HW/EJ - 5.10** Promote and provide secure bicycle parking and storage in existing and new development.
- Policy HW/EJ - 5.11** Facilitate street closures for farmers' markets, arts and craft fairs, *CicLAvía* events (bicycle and pedestrian events), and other public events.
- Policy HW/EJ - 5.12** With any city-initiated shuttle system, ensure connection between DACs and public facilities, especially city buildings, health care facilities and programs, parks and playgrounds.
- Policy HW/EJ - 5.13** Develop a green streets program to support a sustainable approach to storm water, drainage, groundwater recharge and landscaping and incorporating green streets standards and guidelines in all streetscape improvements.
- Policy HW/EJ - 5.14** Create specialized programs for residents living with chronic diseases such as, diabetes and heart disease, to improve physical activity, healthy eating and access to health care education and facilities.
- Policy HW/EJ - 5.15** Implement a city-wide *Community Paramedicine Program*, which is an effective and efficient way of providing health care delivery, especially to those most vulnerable or underserved, such as seniors and disadvantaged communities. The program provides specially trained paramedics, working in partnership with healthcare providers such as St. Jude Healthcare, Placentia-Linda Hospital and others, leveraging City assets and support.
- Policy HW/EJ - 5.16** Provide increased police presence in parks in DACs to deter drinking and drug use in the parks and public open spaces. Increase routine police patrols in disadvantaged communities.
- Policy HW/EJ - 5.17** Promote more activity on streets with public events that use the right-of-way.
- Policy HW/EJ - 5.18** Adopt a city-wide bicycle master plan that will eventually connect residents to retail areas, park, recreational facilities,

schools, and government buildings. This plan would also connect to bike trails in adjacent cities.

Policy HW/EJ - 5.19 Ensure a transportation system that supports safe, healthy, and active lifestyles, by providing improved public transit and multimodal connectivity between parks, schools, neighborhoods, and Old Town.

GOAL HW/EJ - 6 *Ensure that all children have safe access to schools and parks.*

Policy HW/EJ - 6.1 Prioritize transportation investments to increase safety around parks, open spaces, community centers, schools, pre-schools, and childcare centers.

Policy HW/EJ - 6.2 Consider execution of a Safe Routes to School plan for all Placentia schools. Prioritize improvements with the highest safety concerns. Focus initial efforts on the route over the 57 Freeway.

Policy HW/EJ - 6.3 Implement traffic calming strategies in areas immediately around schools and parks.

Policy HW/EJ - 6.4 Encourage the creation of “Walking School Bus,” “Biking School Bus,” “Bicycle Trains,” contests and other programs that encourage children to walk or bicycle to school and make it safer to do so.

Policy HW/EJ - 6.5 Work collaboratively with the school district, school board, PTA, and DACs to identify and address school access and safety issues. Form a school safety committee that includes members of these groups and the City Departments such as Community Services, Public Works, and Police Departments.

Policy HW/EJ - 6.6 Enhance with lights or other safety components, the crosswalks used by pedestrians, especially where those crosswalks are used by residents going to school, the park, or a local retailer.

GOAL HW/EJ - 7 *Ensure that parks, trails, open spaces, and community facilities that support active, healthy recreation and activities are distributed throughout Placentia and are available to residents of disadvantaged communities.*

Policy HW/EJ - 7.1 Create incentives to convert vacant lots or underutilized public right-of-way into small parks, community gardens, or open spaces throughout the City, focusing in the DACs where there is a general lack of open space.

Policy HW/EJ - 7.2 Seek opportunities to convert public easements, such as utility corridors and parkway vistas, into parks and trails.

Continue to work with the school district to create joint-use facilities.

- Policy HW/EJ - 7.3** Support and provide on-going, year-round sports and recreation activities, especially for youth and seniors, including keeping pools open year-round.
- Policy HW/EJ - 7.4** Provide a wider diversity of active and passive recreational facilities in all parks that respond to the needs of multicultural and DAC communities.
- Policy HW/EJ - 7.5** Promote the development of additional public and private exercise facilities within the access of DACs.
- Policy HW/EJ - 7.6** Improve and expand the use of existing parks, venues and programs through marketing, promotion, reduced rates for DACs, extended park supervision/hours, and other high visibility strategies.
- Policy HW/EJ - 7.7** Expand and tailor recreational programs, facilities 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 and income levels.
- Policy HW/EJ - 7.8** Continue to maintain and improve recreational facilities with adequate lighting, signage, hours of operation and programs representative of the multicultural needs and income levels of the community. Providing facility upgrades may increase capacity to attract people from neighborhoods that are currently underserved.
- Policy HW/EJ - 7.9** Promote access to non-City operated parks and recreational facilities.
- Policy HW/EJ - 7.10** Protect visitors of parks and recreational facilities from exposure to structural and safety hazards, 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.
- Policy HW/EJ - 7.11** Expand park and recreation opportunities in all neighborhoods, especially within DACs, 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.
- Policy HW/EJ - 7.12** Complete the development of the comprehensive long-range Parks Master Plan to address changing recreation interests, trends, needs and priorities, with focus on the needs of the DACs. Update the Parks Master Plan and its maintenance plan regularly.

Policy HW/EJ - 7.13 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.

Policy HW/EJ - 7.14 Support and encourage City-wide initiatives and external programs to increase opportunities for contact with nature.

Policy HW/EJ - 7.15 Consider citywide bike share programs.

Promote Safe and Sanitary Homes

GOAL HW/EJ - 8 *Promote and ensure safe and sanitary housing, especially ensuring healthy living conditions for all residents, particularly those in disadvantaged communities.*

Policy HW/EJ - 8.1 Develop a program to assist homeowners of rental units to rehabilitate their properties, especially affordable units and housing in the DACs, to meet current building standards. Consider recommendations from the U.S. Department of Housing and Urban Development's Healthy Homes Initiative.

Policy HW/EJ - 8.2 Focus code enforcement efforts in disadvantaged communities, to improve unsafe and unsanitary conditions, focusing on trash and dumping, overcrowding, illegal home businesses, illegal garage conversions, graffiti, unpermitted plumbing and electrical, and lack of building and yard maintenance. At a minimum, conduct bi-monthly inspections and distribute information about protecting tenant rights, so they are not penalized for reporting or living in a dwelling unit that does not meet health and safety standards. Written outreach efforts should be translated into Spanish.

Policy HW/EJ - 8.3 Create and actively enforce a City Lead Paint Program.

Policy HW/EJ - 8.4 Conduct periodic absentee owner outreach in disadvantaged communities to inform owners of their legal requirements to maintain and upkeep their rental properties. Written outreach efforts should be translated into Spanish, or other appropriate language and tenants informed of these efforts.

Policy HW/EJ - 8.5 Conduct periodic outreach in disadvantaged communities, informing tenants of their rights and responsibilities. Written outreach efforts should be translated into Spanish, or other appropriate language.

Policy HW/EJ - 8.6 Review new projects for natural surveillance and apply the policies of CPTED (Crime Prevention Through Community Design) to both private and public projects.

- Policy HW/EJ - 8.7** Increase street lighting for pedestrians, especially in areas where crimes and illegal dumping are likely to occur.
- Policy HW/EJ - 8.8** Focus police efforts to deter gangs in disadvantaged communities, both by increased enforcement and educational programs.
- Policy HW/EJ - 8.9** Distribute animal control information with city newsletter and/or other periodical publications, and directly to those in disadvantaged communities.

Promote Healthy Food Access

GOAL HW/EJ - 9 *Expand access to healthy food and nutritional choices for all residents, through grocery stores, community gardens, urban agriculture and local markets that provide a range of fresh fruits and vegetables to expand nutritional choices.*

- Policy HW/EJ - 9.1** Encourage existing retailers to improve the quality and selection of healthy foods and nutritional information through incentives, technical assistance, and other services. Adopt a Healthy Food Store Incentive program, to encourage stores to stock fresh and healthy food at affordable prices.
- Policy HW/EJ - 9.2** Strive to locate healthy food stores so that all residences are within walking distance of a healthy food store or a store with healthy options. Prioritize healthy food supplies in economic development efforts and encourage and facilitate farmer's markets, mobile health food markets and healthy food in convenience markets.
- Policy HW/EJ - 9.3** Support the farmers' market in the City with the goal of having year-round farmers' markets. Support the location of new farmer's market near DACs wherever feasible.
- Policy HW/EJ - 9.4** Explore the creation of a local tobacco retail licensing program to reduce minors' illegal access to tobacco.
- Policy HW/EJ - 9.5** Set an example, at City events, by providing healthy food and beverage options in City facilities and at City-sponsored events, which include vending machines, snack bars, and food and beverages served at meetings and events. Continue to support the soda free summer campaign.
- Policy HW/EJ - 9.6** Conduct healthy eating education campaigns to inform food retailers and institutions that serve food to residents about healthy food options.
- Policy HW/EJ - 9.7** Conduct healthy eating education campaigns around nutrition and physical activity to all residents, especially those in DACs. Provide free nutrition classes to DACs.

- Policy HW/EJ - 9.8** Work with school districts to ensure that healthy food options are available and more accessible than unhealthy food options in all schools.
- Policy HW/EJ - 9.9** Explore the feasibility for creating “edible school yards” that provide gardens and gardening programs on school property.
- Policy HW/EJ - 9.10** Work with non-profits and regulatory agencies to explore the potential for creating, expanding and sustaining local urban agriculture, including community gardens, aquaponics, orchards, and farmers’ markets and other sources of locally grown, organic foods. Unblock any code barriers that may exist to deter this type of land use.
- Policy HW/EJ - 9.11** Support efforts to use vacant land for local agriculture, unblocking any code barriers that may exist.
- Policy HW/EJ - 9.12** In collaboration with the County Health Department and community organizations, develop and implement a program to encourage new and existing neighborhood food trucks, convenience stores, supermarkets, liquor stores and neighborhood and ethnic markets to stock fresh produce, meats and dairy, 100% juices and whole-grain products.
- Policy HW/EJ - 9.13** With City marketing materials, distribute information on the benefits of healthy eating.
- Policy HW/EJ - 9.14** With City marketing materials, distribute information on food assistance programs.
- Policy HW/EJ - 9.15** Expand hours and locations for City sponsored food distribution programs and assist neighbors in arranging ride share to the existing program sites or other food distribution locations.
- Policy HW/EJ - 9.16** Continue to support the Free Lunch programs for children.
- Policy HW/EJ - 9.17** Continue to support the Reduced Lunch programs for seniors.

Improve Air Quality and Reduce Pollution Exposure

GOAL HW/EJ - 10 *Promote land use and development patterns that reduce greenhouse gas emissions, improve respiratory health, enhance air quality and reduce climate change impacts in disadvantaged communities.*

- Policy HW/EJ - 10.1** Promote land use patterns that reduce driving and promote walking, cycling, and transit use.
- Policy HW/EJ - 10.2** Discourage locating truck routes on primarily residential streets and in DACs.

- Policy HW/EJ - 10.3** Pursue funding for and implement transportation projects, policies, and guidelines that improve air quality.
- Policy HW/EJ - 10.4** Continue to promote and support transit improvements or public facilities that are powered by electricity, solar, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
- Policy HW/EJ - 10.5** Require landscaping, ventilation systems, double-paned windows, setbacks, barriers, air filters and other measures to achieve healthy indoor air quality and noise levels in the development of new sensitive land uses.
- Policy HW/EJ - 10.6** Continue purchase or lease of fuel-efficient and low-emissions vehicles for City fleet vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities. Require Electric Vehicle (EV) charging stations and EV priority parking in all new private development.
- Policy HW/EJ - 10.7** Prohibit new sources of air pollutant emissions in the disadvantaged communities to minimize impacts on the population, especially children and the senior community and encourage any existing sources of emissions to use feasible measures to minimize emissions that could impact air quality.
- Policy HW/EJ - 10.8** Working with Caltrans, determine what if any mitigation measures can be implemented to reduce air quality impacts from freeway adjacencies, particularly impacting the DACs.
- Policy HW/EJ - 10.9** Consider any potential air quality impacts when making land use or mobility decisions for new development, even if not required by California Environmental Quality Act.
- Policy HW/EJ - 10.10** Consider adopting a Second-Hand Smoke Ordinance to 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.
- Policy HW/EJ - 10.11** Distribute information on how to reduce or eliminate sources of indoor air pollution.
- Policy HW/EJ - 10.12** Conduct a public information campaign to let residents living within 1,000 feet of a freeway know what the risks are and what mitigation measures they can take. These would include things such as installing high-efficiency air filters, keeping windows closed in the early morning, refraining from outdoor exercise in the mornings, installing thick landscaping, reducing driving, and using public transport instead.

GOAL HW/EJ - 11 *Promote land use and development patterns that reduce greenhouse gas emissions and reduce climate change impacts in DACs.*

Policy HW/EJ - 11.1 Prepare a Climate Action Plan to identify ways to reduce citywide GHG emissions and minimize the impacts of climate change on Placentia residents.

Policy HW/EJ - 11.2 Create an “Urban Forest” Plan to address the need for planning, planting, and maintaining trees in the City and DACs to mitigate heat exposure for Placentia residents. The plan should focus on providing shade trees to reduce the “heat-island” effect.

Policy HW/EJ - 11.3 Commit to planting street trees along all streets located in the DACs by 2023.

Policy HW/EJ - 11.4 Consider creation of a “Green Roof” program or provide incentives to construct green roofs in the City to minimize the “heat-island” effect in DACs.

GOAL HW/EJ - 12 *Take measures to reduce pollution exposure and improve air quality in disadvantaged communities.*

Policy HW/EJ - 12.1 Review and update City regulations and/or requirements, as needed, based on improved technology and new regulations including updates to the Air Quality Management Plan (AQMP) and rules and regulations from South Coast Air Quality Management District (SCAQMD).

Policy HW/EJ - 12.2 In reviewing development proposals, site sensitive receptors (i.e., residences, schools, playgrounds, childcare centers, athletic facilities, churches, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes) away from significant pollution sources to the maximum extent feasible.

Policy HW/EJ - 12.3 Avoid locating new homes, schools, childcare and elder care facilities, and health care facilities within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.

Policy HW/EJ - 12.4 Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week).

Policy HW/EJ - 12.5 Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard.

Policy HW/EJ - 12.6 Require project proponents to prepare health risk assessments in accordance with CARB and SCAQMD

recommended procedures if new land uses are proposed within the distances described above for freeways, distribution facilities, and rail yards.

Policy HW/EJ - 12.7 Re-designate truck routes away from sensitive land uses including schools, hospitals, elder and childcare facilities, or residences, where feasible.

Policy HW/EJ - 12.8 Reduce industrial truck idling by enforcing California's five (5) minute maximum law, requiring warehouse and distribution facilities to provide adequate on-site truck parking, and requiring refrigerated warehouses to provide generators for refrigerated trucks.

Policy HW/EJ - 12.9 The City shall continue to minimize stationary source pollution through the following:

- Ensure that industrial and commercial land uses are meeting existing SCAQMD air quality thresholds by adhering to established rules and regulations.
- Encourage the use of new technology to neutralize harmful criteria pollutants from stationary sources.
- Reduce exposure of the City's sensitive receptors to poor air quality nodes through smart land use decisions.

Policy HW/EJ - 12.10 Encourage non-polluting industry and clean green technology companies to locate to the City.

Policy HW/EJ - 12.11 Work with the industrial business community to improve outdoor air quality through improved operations and practices.

Policy HW/EJ - 12.12 During the design review process, encourage the use of measures to reduce indoor air quality impacts (i.e., air filtration systems, kitchen range top exhaust fans, and low-VOC paint and carpet for new developments busy roadways with significant volumes of heavy truck traffic).

Promote Equitable Development and Design

GOAL HW/EJ - 13 *Promote green, attractive and sustainable development and practices to support a healthy local economy, protect and improve the natural and built environment, improve the air quality and quality of life for all residents.*

Policy HW/EJ - 13.1 Work towards reducing the overall energy footprint from residential, industrial, transportation and City operations.

Policy HW/EJ - 13.2 Require energy and resource efficient buildings and landscaping in all public and private development projects.

- Policy HW/EJ - 13.3** Develop green infrastructure standards that rely on natural processes for storm water drainage, groundwater recharge and flood management.
- Policy HW/EJ - 13.4** 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.
- Policy HW/EJ - 13.5** 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.
- Policy HW/EJ - 13.6** 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.
- Policy HW/EJ - 13.7** Promote water conservation and recycled water use. Implement water conservation efforts for households, businesses, industries and public infrastructure.
- Policy HW/EJ - 13.8** Continue to implement the City's Green Building Code and update as appropriate. Require newly-constructed or renovated City-owned and private buildings and structures to comply with the Green Building Ordinance. Encourage LEEDS certification for commercial, industrial and public projects.
- Policy HW/EJ - 13.9** Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.
- Policy HW/EJ - 13.10** Promote land use patterns that are transit, bicycle, and pedestrian-oriented and have a mix of uses, especially neighborhood serving businesses, within walking distance of homes and workplaces. Encourage multi-modal transportation with land use patterns that are transit, bicycle and pedestrian- oriented, and have a mix of uses.
- Policy HW/EJ - 13.11** Support and encourage development of a range of housing types that meet the needs of all 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 HW/EJ - 13.12 In order to encourage the development of affordable housing units, consider reducing or removing the minimum parking requirement for affordable multi-family developments.

Policy HW/EJ - 13.13 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.

GOAL HW/EJ - 14 *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.*

Policy HW/EJ - 14.1 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, railroads, diesel trucks, oil refineries, and busy roadways.

Policy HW/EJ - 14.2 Strive for *Tree City USA* designation. Protect and expand tree resources within the City and promote trees as economic and environmental resources for the use, education and enjoyment of current and future generations.

Policy HW/EJ - 14.3 In urban forest management planning, focus efforts for planting street trees in the disadvantaged communities.

Policy HW/EJ - 14.4 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.

Policy HW/EJ - 14.5 Monitor changes in technology that will prevent and mitigate transportation-related noise and air quality impacts on residential and sensitive uses in the community. Support traffic and highway improvements that will reduce noise and air quality impacts of vehicles. Alternatives to sound walls should be considered where possible.

Policy HW/EJ - 14.6 Support improvements to private buildings and commercial/residential developments through façade improvement programs.

Policy HW/EJ - 14.7 Consider zoning that prohibits the construction of new sensitive uses within 1,000 feet of a freeway.

Promote Civic Engagement in Public Decision Making and Prioritize Improvements for Disadvantaged Communities

GOAL HW/EJ - 15 *Provide public education, collaborations, and meaningful civic engagement in local decision-making processes that promote positive health outcomes and the health and well-being of residents.*

- Policy HW/EJ - 15.1** Promote, sponsor and support a variety of community events focused on health and wellness, fitness, weight-loss programs, and similar activities. Consider a health theme at summer and holiday activities.
- Policy HW/EJ - 15.2** To promote social cohesion, encourage activities, such as block parties and community-wide social events, that strengthen neighborhood social cohesion and the overall identity of the City.
- Policy HW/EJ - 15.3** Conduct annual community events focusing on health and wellness. Consider waiving the fee for health and wellness booths at community events.
- Policy HW/EJ - 15.4** Have City Hall open houses and tours and specifically invite the disadvantaged communities by individual mailings.
- Policy HW/EJ - 15.5** Distribute, house-to-house in DACs, City information such as numbers to call for enforcement, programs, housing needs, and general City information.
- Policy HW/EJ - 15.6** Conduct City Council visits to disadvantaged neighborhoods to encourage discussion on items that affect the residents and businesses. Have Council accompanied by representatives from Police, Code Enforcement, Development and Community Services, and other departments. Host an annual community walk with the Mayor and other Council members.
- Policy HW/EJ - 15.7** Conduct annual community or town hall meetings in the disadvantaged communities. Include a translator at these meetings so that all residents can engage.
- Policy HW/EJ - 15.8** Specifically invite residents from disadvantaged communities to become board, commission, and task force members as openings occur.
- Policy HW/EJ - 15.9** Dedicate one City Council meeting per year to the disadvantaged communities, having staff update the Council on improvements made and further needs of the residents and business owners in those communities. Provide translation headsets at all City Council meetings so that residents can engage first hand with the content of the meetings.

Policy HW/EJ - 15.10 Partner with and support the efforts of any non-profits that focus on programs and activities for the disadvantaged communities.

Policy HW/EJ - 15.11 Provide city support for residents' ideas for improving their communities, such as a bookmobile for children.

Policy HW/EJ - 15.12 Consider installing signage at neighborhood markets in disadvantaged communities to promote and advertise city meetings, and other public announcements.

GOAL HW/EJ - 16 *Create and improve city systems whereby improvements and programs are prioritized for disadvantaged communities.*

Policy HW/EJ - 16.1 Where possible, the City shall prioritize spending of general funds for recreation, air quality and other environmental improvements, community programming, public infrastructure improvements in disadvantaged communities and fiscal decisions should be based on this priority.

Policy HW/EJ - 16.2 During annual budget season, each City department should prioritize the needs of those in disadvantaged communities when making budget recommendations. In this way, all City departments will lend focus to those needs and consider them in a coordinated manner during budget research and formulation.

Policy HW/EJ - 16.3 Each City department shall prioritize the needs of those in disadvantaged communities when developing their workplans wherein they allocate staff time and financial resources. The departments shall come together, during the budget formation, to ensure consistency and reduce duplication of programs and services for the disadvantaged communities and streamline efforts where feasible. Workplans should have specific, measurable goals, with achievable deadlines. An annual analysis of spending in disadvantaged communities versus the City at-large would help the City understand where it may want to seek grants or focus spending.

Policy HW/EJ - 16.4 The City shall seek grants that will specifically help the issues in the disadvantaged communities such as safe housing, increased tree coverage, recreational resources, environmental concerns, air quality, and other issues.

GOAL HW/EJ - 17 *Promote equitable access to economic opportunities that provide the material and social means for human development and upward mobility.*

- Policy HW/EJ - 17.1** Expand and diversify the local employment base to provide quality jobs for Placentia residents.
- Policy HW/EJ - 17.2** 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 Placentia youth and adults.
- Policy HW/EJ - 17.3** Promote and support locally-owned and cooperative enterprises and businesses, particularly along major corridors, to maximize economic stability and community benefits for Placentia residents and business owners.
- Policy HW/EJ - 17.4** Develop a coordinated small business development program or work with other small business organizations to provide support to existing and new small businesses, such as providing shared spaces that can be used by retail and start-ups in the same space.
- Policy HW/EJ - 17.5** Encourage existing businesses and industries to become increasingly environmentally-progressive and continue making positive contributions to 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.
- Policy HW/EJ - 17.6** Encourage businesses and industries to hire locally when possible, participate in civic life and play a positive role in the community.
- Policy HW/EJ - 17.7** Encourage the production of food at a local level leading to more jobs and reduced food costs.
- Policy HW/EJ - 17.8** Consider a Buy Local program to promote residents buying their goods and services within the City, thereby promoting a healthy local economy and reducing vehicle trips.
- Policy HW/EJ - 17.9** Encourage new and existing retailers to take an interest in the health of the community by providing and promoting healthy goods and services. Encourage discounts of healthy food items. Adopt a Healthy Food Store Incentive program, to encourage stores to stock fresh and healthy food.