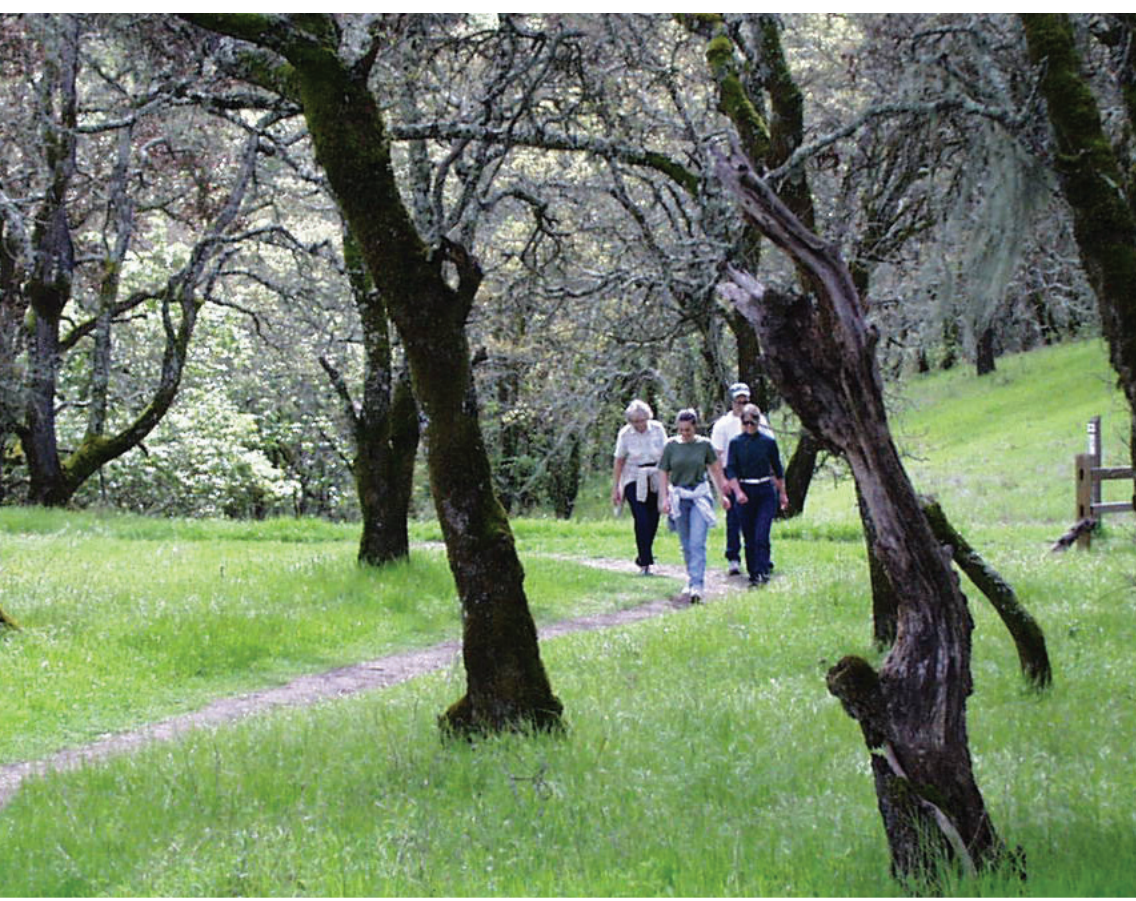


Healthy by Design:

A Public Health and Land Use Planning Workbook



2010

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General Plan Policies in Sonoma County That Address Public Health

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Introduction



Why Create This Workbook?

The connection between public health and land use planning has emerged as a major public policy topic throughout the U.S. and beyond. In some ways, this is a RE-emergence, as public health considerations – air and water quality, sanitation, and others – were among the initial drivers of city planning in the U.S. In its current form, the concern has been characterized by topics that address a range of chronic health issues: heart disease, cancer, stroke, obesity, diabetes, and the like.

Increasingly, evidence shows a strong relationship between community health and the environments in which we live. A growing movement recognizes the importance of planning and creating environments that promote good health. This trend has brought land use and transportation planners and public health professionals together to promote the design and development of built environments that promote physical and mental health. The critical additional step is bringing elected officials and other community leaders, and the wide range of people who make up our communities, into this conversation. This Workbook is intended to aid in bringing all of these voices into dialogue, and to help lead to action.

Sonoma County's experience with chronic disease is a primary reason for preparing this Workbook. In Sonoma County, chronic disease is the leading cause of illness and death. Five chronic diseases: cancer, heart disease, stroke, chronic lower respiratory disease, and diabetes, accounted for approximately half of all deaths in the county from 2005 through 2007. Sonoma County rates for all cancers combined and stroke were significantly higher than for California (2004-2006). And, diabetes deaths increased significantly from 2000-2002 to 2004-2006.

This Workbook focuses on how land use planning can contribute to improving health

Chronic disease also reduces the years of productive, quality living and often results in disability and premature death.

Obesity has been recognized as a leading public health problem and a significant contributor to a number of chronic diseases, including some cancers, cardiovascular disease, and diabetes. In the past 30 years the prevalence of overweight and obesity for adults and children has increased significantly. Sonoma County is in step with the state and national trends. The number of Sonoma County adults (ages 18 years and older) who are obese doubled from 14% in 2001 to 28% in 2007 (CA. Health Interview Survey). Compared to the general population, youth from low-income households are at higher risk for both overweight and obesity. Obesity among low-income teens (ages 12-19 years) increased from 21.1 percent in 2001-2003 to 24.7 percent in 2006-2008. For low-income 5-11 year olds, overweight rose from 17.9 percent to 20.4 percent and obesity from 21.5 percent to 22.9 percent during the same time period (Pediatric Nutrition Surveillance System, 2001-2008).

So, this Workbook focuses on how land use planning can contribute to improving health through reducing obesity and chronic disease.

What's Addressed In This Workbook; What Isn't

Sonoma County has a well-established and proud track record with regard to many of the topics being addressed across the country in the discussion of land use planning and public health. For example, much of the national conversation is focused on “anti-sprawl” measures; reducing sprawl is often linked to increasing physical activity and the associated health benefits. But in Sonoma County, much work in this area has already been done. For instance, eight of nine cities in the county have adopted strong anti-sprawl measures, including urban growth boundaries. So, while certainly of on-going importance, this Workbook does not discuss anti-sprawl measures.

Similarly, there are public health topics related to land use planning that are recognized throughout the county as being important and that are in large part addressed through compliance with federal or state law. Among these are regulations related to hazardous materials and waste, water quality, and natural hazards. These, too, while very important, are not subjects of this Workbook.

This Workbook is aimed primarily at eight main topics:

- Access to open space and outdoor recreation
- Access to healthy food
- Walkable communities
- Opportunities to bicycle
- Senior health
- Youth health
- Air quality – primarily: 1) indoor air quality and 2) the effects of locating certain land uses near sources of air contaminants (e.g., highways) and the reverse (the consequences of locating pollution sources near people)
- Health care (e.g., land use policies that promote access to health care)

In some cases these topics have already received substantial attention in the land use planning documents in the county. Examples include access to open space and outdoor recreation, walkable communities, and opportunities to bicycle. While much has been done, there are opportunities for more refined policies and more efficient, effective implementation.

In other cases, land use plans in Sonoma County have begun to address critical public health concerns, but the practice is not widespread and may still be at a formative stage. Among the examples of these are indoor air quality, food systems, seniors and youth health, and health care.

One immediately notices the substantial overlap between these eight topics. Access to open space may bear a close relationship to bicycling and walking opportunities. Addressing youth health concerns may benefit other age groups in the community. And so forth. And the health benefits of effectively addressing the topics presented here may have “co-benefits” in other regards. For instance, strategies to increase walking may, in addition to providing health benefits, also help reduce greenhouse gas emissions, decrease traffic congestion, and improve community character.

Structure of the Workbook

This Workbook is structured in much the same way as the planning process in California. It begins by focusing on general plan policies. The “general plan,” required of every city and county in California, is often referred to as the “constitution” for development and conservation in a community. Virtually all land use and community development decisions in a city or county must be consistent with its general plan. So, that’s where the Workbook begins.

Social Equity Concerns

But the Workbook doesn't stop there. It also looks at regulations, programs, projects, and the other steps that are needed to implement the general plan's policies. By offering examples of these from around Sonoma County, and also from elsewhere in the world, the Workbook offers a broad yet focused look into what is being done on the crucial topic of land use planning and its relationship to health.

“Improving the social and physical environments in neighborhoods can be one of the most important contributions to improving the health of populations.”

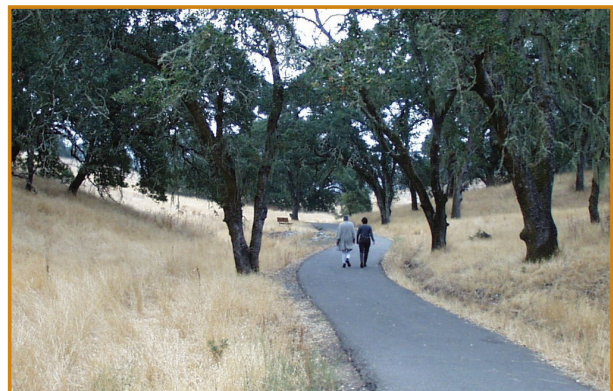
In line with its goals, the Workbook is structured in four main sections:

- An inventory of general plan policies currently in place around Sonoma County that address the eight topics described above
- A series of success stories from around the county, including especially noteworthy general plan policies; short case studies of some successful policies, regulations, programs and projects; and several areas where there is identified interest in a topic and opportunities we have identified to pursue in the future
- A number of inspirational stories from elsewhere – great stories that highlight local government approaches to addressing public health concerns through land use planning, from beyond Sonoma County
- A resource section as a guide to more information, organizations, websites, sample policies, evidence-based research, etc.

Cutting across the various sections of the Workbook is consideration of social equity as it relates to the land use planning/public health connection. Lower income communities may be especially vulnerable to certain health problems related to their environments. Conversely, those communities can benefit from policies and programs focused on improving these environmental factors.

Examples of these factors include greater exposure to air pollution, less access to parks and open space as resources for outdoor recreation, and less access to healthy, affordable food. These conditions are risk factors for a number of chronic diseases, such as asthma, diabetes, cancer, heart disease, and stroke.

While certainly there are factors linking economic status to health (e.g., having health insurance) that are beyond the scope of city and county land use planning and related activities, planning has the potential to play a significant role in improving conditions that bear on health. Increasingly, this is being recognized in the planning profession and in public policy discussions. The Bay Area Regional Health Inequities Initiative states that, “Improving the social and physical environments in neighborhoods can be one of the most important contributions to improving the health of populations.”¹



¹Bay Area Regional Health Inequities Initiative, *Health Inequities in the Bay Area* (April 2008)

Section 2 of this Workbook highlights a number of general plan policies and case studies that recognize these inequities and take steps to remedy them. For example:

- Santa Rosa's general plan provides that underserved neighborhoods should be given priority during redevelopment and renovation of the park system
- Santa Rosa's Bayer Neighborhood Park and Gardens, being developed in the Roseland area, a neighborhood with one of the lowest median household incomes in Sonoma County, provides community gardens and access to healthy food for local residents
- Taylor Mountain Regional Park and Open Space Preserve, a project of the Sonoma County Agricultural Preservation and Open Space District, is close to and will have connections for access from the lower income Kawana Springs neighborhood
- Springs Village, an affordable residential development in the county's Agua Caliente community created by the nonprofit Burbank Housing Development Corporation in partnership with the County of Sonoma, includes features to improve access to health care and outdoor recreation

In addition, the Workbook's Section 3, "Innovation from Elsewhere," includes these approaches to addressing the social equity issue:

- Marin County's general plan has an Implementation Measure to, *"Support food banks, pantries, and other sources that help provide federal food assistance to low income residents so that all families, seniors, schools, and community-based organizations are able to access, purchase, and increase intake of fresh fruits, vegetables, and other nutritious foods"*
- The City of Seattle has general plan provisions and a strong implementation program aimed at expanding the presence of community gardens, prioritizing neighborhoods that are underserved by open space and healthy eating opportunities

Workbook Section 4, "Resources," identifies a number of organizations and activities involved with the potential for land use planning to address social equity considerations related to public health. They include:

- The Bay Area Regional Health Inequities Initiative (BARHII), a collaborative effort to confront health inequities and involve public health directors, health officers, senior managers and staff from Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma counties, and the City of Berkeley
- MarketMakeovers.org, a website focused on healthy corner stores designed for public health practitioners and advocates, community activists, educators, and policymakers who want to take action to address urban "food deserts"
- The National Policy and Legal Analysis Network (NPLAN), which is engaged in addressing the obesity epidemic by improving physical activity environments, healthy food access, and disparities in communities

Informing Planning Efforts to Increase Access to Healthy Foods in Lower Income Neighborhoods

The incidence of obesity and diabetes is highest for California adults who live near an abundance of fast-food restaurants and convenience stores relative to the number of supermarkets, grocery stores, and vendors selling fruits and vegetables.²

Significant work has been undertaken by the public health community in Sonoma County to assess the availability of healthy food in lower income Sonoma County neighborhoods. For example, the Community Activity and Nutrition Coalition (CAN-C), of Sonoma County, has undertaken an assessment of several local “food environments,” recognizing the implications for community health. CAN-C’s Communities of Excellence in Nutrition, Physical Activity, and Obesity Prevention (CX³) program works with local health departments around the state to examine the nutrition environment in neighborhoods with largely low-income households and identify opportunities for improvement. In 2008, CAN-C conducted a CX³ project in the Roseland and Kawana Springs neighborhoods in south Santa Rosa, Boyes Hot Springs, and Petaluma’s Payran/McKinley neighborhoods. The project assessed factors such as food quality, affordability, and availability and identified areas for improvement.

Based on this work, CAN-C and its partners are launching programs aimed at increasing the offerings and marketing of healthy food options in these communities. CX³ and its resulting programs can be important tools for city and county planning efforts.



²The UCLA Center for Health Policy Research, the California Center for Public Health Advocacy (CCPHA) and PolicyLink, *Designed for Disease: The Link Between Local Food Environments and Obesity* (April 2008).

Using the Workbook

This Workbook is intended to be used in a variety of ways and for a variety of purposes. For example, it might be used by:

- Elected officials looking for opportunities to address community-based health concerns
- A city embarking on a general plan update
- A community group concerned with the overall topic of how planning can address health concerns
- The public health community, as it continues to develop connections with land use planning processes
- A city's planning staff researching what's been done regarding a particular land use planning/public health topic, in Sonoma County and beyond (e.g., assessing air pollution-related health risks associated with development proposals)
- Neighborhood residents interested in options related to a specific issue (e.g., avoiding certain uses near schools)
- A government-business-nonprofit-community collaboration exploring how to improve community health

The Workbook's structure is intended to invite entry from a number of directions: a comprehensive review of what's been done in Sonoma County; a look at some best practices, by topic, from around the county; a sampling of examples of innovation from beyond Sonoma County; and a topical resource guide for further exploration.



This Workbook celebrates what has been done in Sonoma County, provides a tool for learning from and being inspired by past experience, and offers a guide for what may be possible in the future.

Section 1



How Have General Plans in Sonoma County Addressed Public Health?

This section establishes a framework on which the Workbook is based. General plans in Sonoma County have been ambitious in their treatment of public health.

Section 1 of this Workbook identifies the types of things that have been done through general plans in Sonoma County across eight key areas where land use planning and public health intersect (how these topics were identified is discussed in the Introduction to this Workbook). They are:

- Access to open space and outdoor recreation
- Access to healthy food
- Walkable communities
- Opportunities for bicycling
- Senior health
- Youth health
- Air quality
- Health care

Some topics are broken down further, into sub-topics, where general plans have been especially extensive in their treatment of those topics. Thus, for instance, Walkable communities includes categories on land use, urban design and amenities, pedestrian networks, and funding.

Appendix 1 of this Workbook is a compilation of actual general plan policies from around Sonoma County, each with a citation to identify where in the various plans one can locate specific policies themselves. Taken together, this section and Appendix 1 present a picture of the scope of what has been done in the county. As such, they offer a useful tool to cities and counties, within Sonoma County and elsewhere, as they explore available options and attempt to avoid “re-inventing the wheel.”

Section 2 of the Workbook builds on Section 1, highlighting some noteworthy policies from general plans in the county across the same eight topic areas. It also includes a sampling of Sonoma County success stories – policies, programs and projects that are examples of innovative and inspirational work done in Sonoma County.

Section 3 then offers a range of examples from other communities, in the United States and beyond.

Section 4 offers resources to support additional exploration into what’s being done and what may be possible.

Access to Open Space and Outdoor Recreation

Sonoma County has a longstanding, nationally recognized program for protecting open space and for promoting outdoor recreation, as well as a continuing commitment in this area. The relationship between such resources and a range of health benefits is clear, as physical activity bears a strong connection to reducing obesity and chronic disease.

Sub-categories of this topic used in this Workbook are:

- Access to waterways
- Parks, their types and locations
- Joint use with other public facilities
- “Level of service” standards for providing parks and open space
- Coordination between public agencies and with others
- Establishing a recreation network
- Funding

Access to waterways

The Russian River and the large number of creeks within Sonoma County provide a host of opportunities. In addition to the aesthetic and habitat values they present, and their potential as alternative transportation corridors, these waterways can offer important opportunities for outdoor activity, with associated health benefits.

Among the general plan policies in the county are those that:

- Maximize public use of river frontage within communities
- Develop bike and pedestrian access to and along the Russian River
- Construct trail corridors along local creeks

Parks – type and location

Parks are a critical component of every community and their relationship to public health is clear. Parks, of course, can take a variety of forms and can provide a wide range of benefits. They can be large community-wide facilities with specialized facilities. They can be small and integrated within neighborhoods. Some are public, while others are part of a private development project. Location can be critical, with communities especially concerned with providing new or improved parks in areas that have been historically underserved.

Policies in general plans within Sonoma County address:

- Providing parks within walking distance of residential areas
- Developing community recreation fields
- Providing recreational facilities and services needed by various segments of the population - including specific age groups, persons with special physical requirements, and groups interested in particular activities

- Requiring private play space and/or recreation centers for children, families, and older adults in small lot subdivisions, multifamily developments, and gated communities
- Giving higher priority for new park development to underserved neighborhoods

Joint use with other public facilities

“Joint use” – locating and developing parkland so that it can be used jointly with a school or other public facility, can have a variety of benefits. A number of Sonoma County cities have general plan policies addressing this practice, including:

- Pursuing joint use of school properties as neighborhood parks and recreation program sites
- Acquiring park sites and developing parks near existing and proposed schools as joint use facilities and coordinating maintenance and management of park/school sites
- Providing public access to fairgrounds for recreation

Level of service standards for parks and open space

“Level of service standards” for parks are common components of local general plans. A typical standard, used to establish requirements for new residential development, is five acres per 1000 residents. Some communities expand this practice, establishing a standard for:

- Open space
- Varieties of park and recreation types (e.g., city park land, publicly accessible school recreation areas, and public-serving open space)

Coordination between public agencies and with others

There is a long history of collaboration and coordination in Sonoma County when it comes to providing access to open space and other opportunities for outdoor recreation. The Sonoma County Agricultural Preservation and Open Space District (SCAPOS D) has a national reputation for working with cities and the County. Likewise, the County's Regional Parks Department has had an enormous role in developing a wide range of recreational facilities. And, as described above, cities routinely work with school districts in providing shared recreational facilities.

In addition, policies address working with non-profits, such as the Sonoma Land Trust, in acquiring open space that allows public access. Other policies speak to working with the Sonoma County Water Agency, while still others encourage expanded connections to regional trail networks.

General plan policies in the county include:

- Collaborating with County and school districts on recreational facilities
- Cooperating with SCAPOS D, Sonoma County Land Trust, etc., in public access open space acquisition
- Coordinating with the Sonoma County Regional Parks Department regarding potential linkages to the rural countryside
- Coordinating with public and private entities to link open spaces with the local and regional network of paths and trails, including opportunities along the SMART system, Sonoma County Water Agency access roads, creeks and drainage ways, and the Bay Area Ridge Trail
- Working with other jurisdictions and regional and state agencies in developing open space programs
- Encouraging private organizations to assist in the construction and maintenance of trails

Establishing a recreation network

A number of general plans in the County recognize that outdoor recreation facilities can create a network with substantial benefits to the community. Their policies include:

- Connecting the park system with the city's pedestrian, bicycle, and transit systems
- Providing an open space network that is linked by pedestrian and bicycle paths
- Restoring creeks as linear parks throughout the city for pedestrians and cyclists

Funding

Needless to say, the best policies may languish without adequate funding for their implementation. Mindful of this, Sonoma County communities have adopted policies that address this crucial topic, such as:

- Requiring development to install and maintain planned public trails and pathways through and adjacent to new projects
- Requiring that new development maintain parkways, creeksides, and open spaces that are part of or serve the development
- Establishing multi-purpose assessment districts or other financing mechanisms in order to assign the cost of recreational improvements equitably to benefiting sites
- Requiring new development to dedicate land to the city in the appropriate amount and location for parks and recreational space
- Requiring development in high-intensity employment-generating areas to provide parkland for employees

Access to Healthy Food

One of the most visible public policy discussions to emerge in recent years has to do with the nature of our food supply, access to it, implications of it, etc. This is reflected to some degree in various general plan provisions in Sonoma County. At the same time, it is a subject of great interest and substantial activity in the county beyond local planning efforts to date.

Among the topics that have been addressed nationally are community gardens, farmers markets, the availability of healthy food shopping throughout the community, the availability of locally-produced food, etc.

General plan policies in Sonoma County address:

- Supporting local farmers markets
- Supporting local commercial agriculture and encouraging land to remain in agricultural production
- Attracting grocery stores that offer healthy and affordable food to underserved areas
- Encouraging community gardens within city parks and other publicly-owned property
- Encouraging local food production by individuals and community groups

Walkable Communities

Communities that promote walking for recreation and everyday tasks have obvious benefits to public health. General plans in Sonoma County include extensive provisions that enhance the walkability of their communities. These provisions fall into several sub-categories:

- Land use patterns
- Urban design/amenities
- Pedestrian networks
- Funding

Note, also, that many of the provisions here also relate to bicycle use. While most, if not all, Sonoma County jurisdictions include some kind of goal to “promote walking and bike use” (e.g., Cloverdale, General Plan Goal CE 3), there is substantial variation in the degree to which these goals are pursued, and in the substantive policies and programs that do so.

Land use patterns

These provisions address land use patterns that support pedestrian activity. They include:

- Encouraging vibrant, mixed use, and pedestrian-oriented development in downtowns, neighborhood centers, business parks, and other areas of more intensive development
- Locating new residential development near parks, creekways, or other open space in order to maximize residents’ access to recreational uses
- Locating new residential development close to mixed use or neighborhood commercial centers, to maximize access to services
- Conversely, encouraging new neighborhood commercial facilities and supermarkets near residential areas



Pedestrian networks

These provisions are concerned with establishing a network of walkways within and connecting communities. Local general plan policies include:

- Designing, constructing, upgrading, maintaining trail systems
- Integrating pedestrian and bicycle routes with transit stops
- Repairing or installing sidewalks or pedestrian ways on all streets in conjunction with public works and private development projects
- Integrating sidewalk and trail networks
- Providing continuous trails along waterways
- Allowing pedestrians and bicycles access to all existing and new emergency access routes
- Linking various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and creekside and open space pathways
- Developing a safe, convenient, and continuous pedestrian network linking neighborhoods with schools, parks, downtown areas, shopping areas, and employment centers
- Ensuring provision of safe pedestrian access for students of new and existing schools

Funding

As with other topics covered in this Workbook, funding is often a key step in implementation. Among the local general plan policies that address funding are those focused on pedestrian-related facilities:

Requiring new development to dedicate land for and install pedestrian pathways and trails and bikeways



Opportunities for Bicycling

Sonoma County general plan policies related to bicycling fall into several sub-categories:

- Bicycle networks
- Urban design/amenities
- Coordination with other public agencies
- Funding

There is, of course, often substantial overlap with these policies and those related to walkability.

As with the Walkable Communities topic, it is common for jurisdictions to include some kind of goal relating to “safe and convenient bicycle routes” (e.g., Healdsburg General Plan, Goal T-D). And, here again, there is substantial variation in the degree to which these goals are pursued and in the substantive policies and programs that do so.

Bicycle networks

These local general plan policies address establishing and maintaining a citywide bicycle network:

- Developing and maintaining citywide bikeway systems, including residential areas, downtowns, areas of new development, etc.
- Establishing bike lanes along arterial and collector streets, major access routes to schools and parks, and along scenic roads

- Ensuring that adequate lighting, signage, and other cycling amenities are provided
- Considering bicycle operating characteristics and safety needs in the design and operation of roadways, intersections, and traffic control systems
- Integrating the bicycle and pedestrian path networks with regional park plans
- Considering opportunities for utilizing abandoned railroad rights-of-way, natural waterways, flood control rights-of-way, emergency access routes, and public lands as bikeways
- Providing for maintenance of designated bikeways

Urban design/amenities

These provisions address features intended to enhance and promote bicycling. They include policies that address:

- “Traffic calming” measures to promote bicyclists’ safety
- Requiring bike parking in new multi-family, commercial, office, industrial, and public facility development
- Providing showers and lockers at employment sites
- Providing adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, libraries, parks, city offices, and commercial areas

Funding

Here again, funding is key to implementation. These policies address funding bicycling facilities.

- Requiring development to provide bicycle and walking trails and support facilities – bike storage/parking facilities, showers, route signs, signal detectors, etc.
- Making bikeway improvements a funding priority by incorporating bikeway improvements as part of the city’s capital improvement plan
- Pursuing regional and other funding sources for new bikeways

Senior Health

The literature on planning/public health related topics captures a spectrum of health concerns of seniors that can be addressed through land use and related planning (housing, transportation, health and community services, etc.). Among the policies adopted in Sonoma County general plans are those that call for:

- Providing for a range of housing types within the community to accommodate a variety of incomes and lifestyles, and enable residents to remain in their communities as they age, if they so choose
- Providing incentives for developing housing for the elderly, particularly for those in need of assisted and skilled nursing care
- Requiring that a portion of new senior housing be available to low income seniors, where the project receives development incentives or financial support from the city
- Developing, managing, and expanding city senior facilities, services and programs, including those for the “frail” elderly
- Assisting in assembling land for, planning, funding, and constructing affordable senior housing
- Considering the needs and limitations of senior citizens and persons with disabilities when planning for public transit routes and equipment



Youth Health

Youth have particular health needs, a number of which can be addressed through local land use planning processes. Local general plans include policies that address:

- Limitations on approving projects involving alcohol, tobacco, or marijuana in proximity to schools and other youth serving facilities
- The availability of sites for community based health services, including school based health services and facilities
- The availability of sites for alcohol, drug and mental health treatment, as well as housing for persons receiving such treatment
- Opportunities for safe physical activity as a component in the design and development of parks and public spaces
- Siting new public facilities that provide youth, family and senior services near transit
- Safe walking and bicycling routes to schools

Air Quality

There is a strong relationship between air quality and various chronic diseases. Much of the treatment of air quality in general plans in the County focuses on greenhouse gas emissions or compliance with federal, state, or regional air quality requirements (criteria pollutants, etc.). We have not included such provisions here. Rather, we

looked for provisions related to siting of pollution sources near housing and other concentrations of people, or the reverse – siting such uses near existing sources of air contaminants. We also looked for general plan policies relating to indoor air quality. While not common, some local governments have adopted policies that address these air quality concerns. And clearly, these are topics of interest in many communities.

There is a strong relationship between air quality and various chronic diseases.

Health Care

While the provision of health care has many dimensions beyond the purview of local government land use planning, there are areas in which planning can play a role. As evidenced below, this is not an area in which general plans within the county have included policies in an extensive way, but there is potential and interest. Among the policies that have been adopted to date are several that address:

- Encouraging and supporting appropriate hospital services, health care services, clinics, and assisted living facilities
- Supporting clinics that provide medical care to lower-income residents
- Utilizing the zoning code to expand the range of licensed healthcare programs and facilities in the community

Notes

Section 2



Some Sonoma County Success Stories

This Section of the Workbook focuses on significant work by Sonoma County cities and the County of Sonoma at the intersection of land use planning and public health. Across the eight topic areas that are the focus of this Workbook, Section 2 includes: 1) noteworthy general plan policies from around the county; 2) short case studies that highlight policies, programs, and projects that have been especially effective, innovative, or inspirational; and 3) for some topics, areas that seem ripe for additional work (“opportunities for the future”).

Not every example of notable work done in the County is included here. In fact, virtually every city in the county, and the County itself, has adopted important policies across the eight topic areas represented (see Appendix 1, a compilation of general plan policies connecting land use planning and public health adopted across the county, grouped by topic area). And there are positive stories not reflected in the case studies included below. The examples offered here are intended as a few notable examples: some of innovation, others of collaboration, and all of efforts that worked. But the great stories are not limited to what is included here. There are certainly others, and there will be more as Sonoma County continues to explore the relationship between land use planning and public health.



Section 2.1 Access to Open Space and Outdoor Recreation

Sonoma County general plans reflect a wide range of policies aimed at providing residents and visitors’ access to open space and outdoor recreation. In addition, the Sonoma County Agricultural Preservation and Open Space District has earned a national reputation as an innovator in “connecting communities and the land.” Funded by a voter-approved ¼ cent sales tax, the District plans and implements land conservation and resource stewardship actions across a number of areas of interest, including recreation. The District supports the efforts of the County of Sonoma and its cities in a variety of ways. At the same time, both the District’s Acquisition Plan and its Strategic Plan are required to be consistent with the County of Sonoma’s general plan.

Noteworthy General Plan Policies

Among the most noteworthy general plan provisions around the county addressing access to open space and outdoor recreation are these categories of policies:

- waterways as a recreational resource
- types and location of parks
- joint use with other public facilities (e.g., parks and schools)
- “level of service” standards
- coordination and collaboration with other public agencies and non-profits
- developing a recreation network
- funding

Waterways as a recreational resource

Waterways provide a network of open space and recreational resources throughout the county. General plan provisions that address access to and along waterways in the county include:

- Rohnert Park's policy to use creek protection zones for permanent public open space and compatible purposes including habitat conservation, bike and walking paths, wildlife habitat, and native plant landscaping (Policy OS-7)
- Santa Rosa's policy to construct trail corridors and other recreational opportunities along local waterways (Policy OSC-F)
- Petaluma's policies promoting bike and pedestrian access to and along its riverfront (Policy 2-P-43, Policy 2-P-59, Policy 2-P-92)
- Cloverdale's program for providing continuous trails along the river on top of levees (Imp. CDO 5-1.b)

Park type and location

Parks and other outdoor recreational facilities have long been considered essential community amenities, throughout the United States. A number of Sonoma County general plans go beyond simple policies that parks should be provided, or provided at a certain level of "acres per 1,000 population," somewhere in the city. Various general plan provisions address the relationship of park location to community benefit. These may address locating parks in underserved communities, or utilizing parks and other recreational open space to provide a defining structure to a community.

- Healdsburg's general plan calls for providing parks within walking distance of residential areas (Policy PS-H-1)
- Santa Rosa's general plan states that developed areas of the city (e.g., Southwest Santa Rosa) should be given a higher priority for new park development, and underserved neighborhoods should be given priority during redevelopment and renovation of the park system; priority for park development should also be given to areas of greatest density, areas that allow for safe and easy access and visibility, and locations that minimize impacts to sensitive environmental resources (Policy PSF-A-5)
- Healdsburg's general plan calls for a pedestrian/hiking system to link parks and open space (Policy PS-I-1)
- Santa Rosa includes a policy to restore Santa Rosa Creek as a linear park throughout the city for pedestrians and cyclists (Policy UD-E-3)

Joint use with other public facilities

- Healdsburg's general plan calls for joint use of school facilities for park development (Policy PS-H-3)
- Petaluma includes a policy addressing public access to the fairgrounds for recreation (Policy 2-P-83, 6-P-11)

-
- Petaluma also includes a policy on joint use of school properties as neighborhood parks and recreation program sites (Policy 6-P-9, 10)
 - The Rohnert Park general plan has a policy on continuing to cooperate with the Cotati-Rohnert Park School District to develop parks near schools as joint use facilities and coordinate maintenance and management of park/school sites (Policy OS-14)
 - Santa Rosa's general plan calls for acquiring park sites adjacent to existing and proposed schools, where possible, and developing those sites as joint use facilities; it also has a policy for developing joint use agreements to ensure public access and provide for sustainable resources to maintain parks (PSF-A-7)
 - The City of Sonoma's general plan calls for working with the County, school district, and other appropriate agencies and organizations to coordinate public use of recreation facilities and the development of new facilities (Implementation Measure 4.1.1)

Level of service standards for parks and open space

- Petaluma's general plan has both a standard for parks (5 acres/1000 residents) and for open space/urban separators (10 acres/1000 residents) (Policy 6-P-6)
- Santa Rosa has a general plan policy to acquire and develop new park facilities to achieve a citywide standard of six acres of parkland per thousand residents made up of: 3.5 acres of city park land, 1.4 acres of publicly accessible school recreational park land (defined as parkland that is open to the public during standard park hours when school is not in session), and 1.1 acres of public serving open space (PSF-A-2)

Coordination between public agencies and with others

- Cloverdale's general plan has a provision to coordinate with Sonoma County Regional Parks Department and the Sonoma County Agricultural Preservation and Open Space District on regional parks and open space (Ch. 5 Imp. PR 1-7.a) and with the County and School District on recreational facilities (Ch. 5 Policy PR 1-7)
- The Healdsburg general plan includes a policy to cooperate with the Sonoma County Agricultural Preservation and Open Space District, Sonoma County Land Trust, etc., in public access open space acquisition (Policy PS-H-7)
- Santa Rosa's general plan calls for coordinating with the Sonoma County Regional Parks Department regarding potential linkages to the rural countryside (LUL-S-4)
- In addition, the Santa Rosa general plan addresses coordinating with public and private entities to link open spaces with a network of paths and trails, including Sonoma County Water Agency access roads and the Bay Area Ridge Trail (OSC-A-8)
- The Sonoma County general plan has a policy to encourage private organizations to assist in the construction and maintenance of trails (Policy OSRC-17e)

Establishing a recreation network

- Healdsburg's general plan has a policy calling for a pedestrian/hiking system to link parks and open space (Policy PS-I-1); Petaluma has a similar policy in its general plan (Policy 6-P-3)
- The Petaluma general plan has a policy to locate recreation uses in the urban separator and create accessibility through adjoining City areas (Policy 6-P-12)
- The Rohnert Park general plan includes a policy to prepare a Parks, Recreation, and Open Space (PROS) Master Plan as the implementing tool for General Plan park and recreation policies and proposals, and mandates that this Master Plan includes phasing and priority acquisitions (OS-10)
- The Santa Rosa general plan includes a policy to restore Santa Rosa Creek as a linear park throughout the city for pedestrians and cyclists (UD-E-3)

Funding

Needless to say, great policies are often no more effective than the ability to pay for their implementation. General plans in Sonoma County include an array of measures that require new development to fund its fair share of the costs for providing park facilities.

- Petaluma's general plan requires development that occurs adjacent to designated trails and pathway corridors install and maintain the publicly owned and accessible trail, in perpetuity (Policy 6-P-18)
- Rohnert Park's general plan includes a provision that new development be required to maintain parkways, creeksides, and open spaces that are part of the development or are required to support it, and calls for considering establishing multi-purpose assessment districts or other financing mechanisms in order to assign the cost of infrastructure improvements equitably to benefiting sites (Policy GM -13)
- In addition, Rohnert Park's general plan calls for requiring development in high-intensity employment-generating areas – such as the University District – to provide parkland for employees at one acre per 250,000 square feet of non-residential development (Policy OS-11)
- The City of Sonoma's general plan requires new development to provide adequate private and, where appropriate, public open space (Policy 1.4)
- Sonoma County's general plan mandates considering requiring a dedication in fee or by easement for trails as a condition of subdivision approval of (Policy OSRC-17f)

Section 2.1: Access to Open Space and Outdoor Recreation. Privately-funded, public access, “pocket parks,” Cotati

“Pocket parks” – very small parks or outdoor areas, often with benches and children’s play areas – are coveted amenities in many communities and can provide excellent opportunities for small children to get regular exercise. However, their operation and maintenance can be a prohibitive strain on local government finances. The City of Cotati has taken a creative approach to this challenge by requiring developers to provide privately-owned park space, to which the public has access, and establishing ongoing operation and maintenance obligations for homeowners associations (HOA). One such HOA-owned and maintained park can be found on Santero Way, off East Cotati Avenue near the railroad tracks. The other is located closer to downtown Cotati just off East Cotati Avenue at the East Cotati Avenue pedestrian/bike crossing.

These privately-funded pocket parks were made possible by the City allowing developers to use the facilities to meet City standards requiring open space in new developments. They were in addition to other City requirements that developers pay a fee for the development of public parks.

Cotati’s privately-funded pocket parks are examples of a city utilizing its development approval authority to meet funding challenges while promoting community character and opportunities for greater physical activity.

Section 2.1: Access to Open Space and Outdoor Recreation. Shollenberger Park Trail, Petaluma

In 1995, the City of Petaluma opened Shollenberger Park, adjacent to the Petaluma River on a portion of a 242-acre city-owned parcel used for the disposal of dredge material from the Petaluma River. While a significant portion of this property remains dedicated to managing dredge spoils, a large portion has been dedicated to public access, habitat restoration efforts, and education. Among the park’s features are a two mile loop trail, benches, picnic tables, educational kiosks, and a fishing pier. It has become one of the City’s most heavily used parks, popular with walkers, joggers, and bird watchers.

This popularity has led to the acquisition of adjacent lands and extended public access, including the 27-acre Alman Marsh with an additional mile of trail, completed in 2003, connecting Shollenberger to the Petaluma Marina and Sheraton Hotel.



In 2009, Petaluma opened its new state-of-the-art water recycling facility with polishing wetlands on an adjacent 228-acre parcel, incorporating over three miles of new trails connected to Shollenberger Park.

Shollenberger Park and adjacent properties are notable in their incorporation of recreation opportunities among other active public facilities, thereby increasing the public benefit of those lands.

Adjacent commercial development – offices and a hotel – share a beneficial relationship with the park. The park provides an amenity for hotel guests and office park employees. New projects have provided direct links to the park and its network of trails, recognizing the benefits Shollenberger represents to employees and customers. And development adjacent to Shollenberger Park has made the park safer by putting “eyes on the park” rather than turning its back on it.



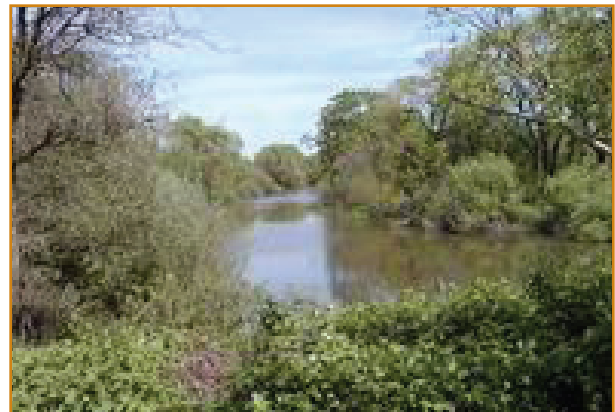
The Ellis Creek Water Recycling Facility. Note network of trails in the shape of a saltwater harvest mouse, Shollenberger Park is located to the right of the photo.

Altogether, the Shollenberger area includes over 600 acres of publicly-owned land and over seven miles of trails, with access to the Petaluma River and adjacent wetlands. Shollenberger Park is a great success story of utilizing available public resources and assets for recreational and educational purposes, and making the most of them.

Section 2.1: Access to Open Space and Outdoor Recreation Laguna de Santa Rosa Park Master Plan, Sebastopol

The City of Sebastopol’s Laguna de Santa Rosa Park Master Plan (the “Laguna Park Master Plan”) exemplifies a highly collaborative process that took on a wide variety of community concerns, engaged multiple stakeholders, and resulted in a multi-faceted blueprint for an important resource for the City.

The Plan was adopted by the City in 1992 for a linear park along the Laguna within the City’s boundaries and its sphere of influence. The plan addresses a variety of concerns, including preserving and enhancing habitat and natural resources, addressing community recreation needs, and strengthening Sebastopol’s scenic qualities and community character. The Plan also recognizes the Laguna’s regional character and its importance beyond Sebastopol itself.



The roots of the Plan go back to 1982 when the City’s general plan identified the Laguna as a site for a linear park. In 1988, the City Council appointed a Laguna Advisory Committee. Among this committee’s recommendations was to begin planning for and implementing a “Laguna Linear Park.”

The Park's planning process took into account both community concerns and the roles of various public agencies with management and regulatory responsibility in the area, in addition to input from interested non-governmental groups. Along with public input at various stages of the process, other participants included the City's Planning Commission, Parks and Recreation Commission, Design Review Board, Department of Public Works, and Planning Department; the State Department of Fish and Game; the Laguna Foundation; the City of Santa Rosa Public Utilities Department; the Sebastopol Youth Sports Organization; the Sebastopol Chamber of Commerce; the Sebastopol Community Center; the Marin-Sonoma Mosquito Abatement District; and the Sebastopol Senior Activity Center. The City adopted the Master Plan for the Park in 1992.



In addition to land owned by the City, the Plan includes potential "opportunity acquisitions" along the Laguna and explores the possibility of recreational trails and scenic easements on land owned by other public agencies and on privately owned land, with the goal of establishing a vehicle for dialog with these other landowners.

Beyond preserving and enhancing various natural features of the site, the Park serves an educational function, acquainting the public with the diversity of wildlife and plant life in this unique ecosystem. This is accomplished by facilitating access while limiting its disturbance to natural resources.

The Plan also incorporates established active recreational facilities at Laguna Youth Park, as well as contemplating additional facilities of this type. Among the keys to the Park's design are the transition and buffer areas between the active recreation aspects of the Park and its natural resource features.

With regard to scenic values, the Plan points to two ways in which the City can have an effect. First, the City can control the location and character of structures placed on City-owned land. In addition, it can utilize its design review process to affect visual impacts of proposed private development critical to the visual quality of the Laguna.

In addition to the open and collaborative public process used to formulate the Plan, especially noteworthy aspects of the Plan itself include conversion of lands formerly treated as 'wasteland' into a public wetlands park. Part of the park area was once a City dump, a large area was used for a municipal sewage treatment plant, and another area was used as an industrial waste disposal site (liquid apple processing waste). The treatment of this wetland area exemplifies how society once viewed wetlands as worthless land suitable for such purposes. The Plan transformed the planned use of these areas and created the policy framework for comprehensive restoration and protection of natural systems.

After the Plan was adopted, implementation stalled, as the City had no available funding. However, the value of having a plan was confirmed when, in 1998, a local resident looking to make a major donation in his wife's memory learned about the project and made a \$200,000 donation to construct the first phase of Laguna improvements. Pleased with the results of this effort, he made a second \$200,000 donation for a second phase of improvements. These successful implementation steps led to approval of grant applications to the California Coastal Conservancy, the Wildlife Conservation Board, the Sonoma County Fish and Wildlife Board, and the State Parks Department, as well as donations by Sebastopol businesses and residents and contributions by AmeriCorps, local youth groups, and volunteers from the Laguna Foundation. Much has been accomplished, but efforts continue to implement the Plan's vision.

Sebastopol's Laguna Master Plan is an outstanding example of a community taking on the complex challenge of identifying and accommodating a variety of open space and recreational goals in a setting that includes valuable natural resources and is knit into the fabric of the community.

Section 2.1: Access to Open Space and Outdoor Recreation

Taylor Mountain Regional Park and Open Space Preserve – Sonoma County Agricultural Preservation and Open Space District and Sonoma County Regional Parks Department

The Taylor Mountain Regional Park and Open Space Preserve, a project undertaken by the Sonoma County Agricultural Preservation and Open Space District and the Sonoma County Regional Parks Department, will have several defining characteristics, including:

- integration of recreation, resource management, and ongoing agricultural activities
- connection with urbanized areas of Santa Rosa and surrounding communities

SCAPOS was formed in 1990 to preserve and protect the working farms and ranches, scenic hillsides, and natural areas that define Sonoma County. With funds generated from a voter-approved quarter-cent sales tax, SCAPOS has been able to provide permanent protection to more than 75,000 acres of open space and agricultural land. A number of its acquisitions have become County Regional Parks over the past two decades. SCAPOS and the County's Regional Parks Department maintain a close partnership and work together on the acquisition and management of resources throughout the county.

Taylor Mountain is a dominant geographical feature in the Santa Rosa plain, sitting just south of the City of Santa Rosa and about two miles from the City's downtown, near the Kawana Springs neighborhood. It includes panoramic vistas, massive oak trees, scenic meadows, historic structures, and a rich cultural history. Between 1995 and 2005, SCAPOS acquired four contiguous pieces of land on Taylor Mountain: the Matteri, Nunes, Bath/Watt, and Taylor Mountain Ranch properties. Together, they comprise the 1,100-acre Taylor Mountain Regional Park and Open Space Preserve site.



SCAPOS and Regional Parks envision Taylor Mountain Regional Park and Preserve as a place for local residents and visitors to experience the unique natural and cultural qualities of Sonoma County's rural landscape. Toward that end, they are collaborating in developing a comprehensive Master Plan for the park. Based on extensive community participation, the Master Plan will address the existing resources and conditions on the property and determine the best way to develop an open space park that provides for a range of outdoor experiences while protecting the conservation and other open space values of the land.

After completing the Master Plan, SCAPOS will transfer ownership of the site to the County Regional Parks Department, which will operate and maintain the property. SCAPOS will retain a "conservation easement" over the property, assuring that future use will be consistent with SCAPOS's principles and goals.

Taylor Mountain Regional Park and Preserve will be the subject of a "grazing plan," which will inform the Master Plan and provide specific recommendations related to continued livestock grazing based on a thorough documentation of existing conditions and infrastructure. The grazing plan will identify the beneficial and adverse impacts of grazing on wildlife, sensitive natural and cultural resources, and public recreation. In recent years, private conservation organizations and public agencies have come to recognize that livestock grazing may have the potential to provide essential ecosystem services, including management of non-native annual grasses, often promoting greater biodiversity of native grassland plants and animals and minimizing fire fuels.

In addition to its recreational, natural, and cultural qualities, the importance of Taylor Mountain Regional Park and Preserve will be enhanced by its integration with the surrounding community. The Park's proximity

to urban areas, and a potential trail system that will maximize linkages with existing and planned urban trails and bikeways, will provide a variety of opportunities for access to the Park's features. In this, an important collaborator in the Taylor Mountain Park and Preserve project is the City of Santa Rosa.

The Park site abuts the City limits and the City has several important proposed projects adjacent to the site. These include an eight-acre future park site – Kawana Springs Community Park, a planned Class 1 bike path along Kawana Springs Creek, and a planned extension of Farmers Lane that will cross the northwest edge of the Park site. These facilities will be considered in the Park's Master Plan.

In addition to its recreational, natural, and cultural qualities, the importance of Taylor Mountain Regional Park and Preserve will be enhanced by its integration with the surrounding community.

While development of a Master Plan is a major, highly-anticipated undertaking, public use of the Park site does not have to wait until the Master Plan is adopted and implemented. In January 2010, SCAPOS began an Interim Public Access Permit Program for the 823-acre Taylor Mountain Ranch portion of the Park site. The purpose of this program is to allow public access without making any significant modifications or improvements to the site while the Master Plan is being

prepared. Public use is allowed on a permit basis, capped at 2,500 permits issued on a first-come, first-served basis. Permits require attending an orientation that familiarizes

members of the public with the site and its appropriate use. This permit program allows limited pedestrian, bicyclist, and equestrian public access while the Master Plan is being developed. SCAPOSD has contracted with LandPaths, a local nonprofit, to manage the Permit Program for its first eighteen months.

Taylor Mountain Regional Park and Open Space Preserve is an important addition to the County's extensive system of parks and open space. Its careful integration with the community and thoughtful approach to continuing agriculture along with recreation and resource management on the site make it a model for an open space park.

Section 2.1: Access to Open Space and Outdoor Recreation Montini Open Space Preserve, Sonoma County Agricultural Preservation and Open Space District and City of Sonoma

The Montini Open Space Preserve was established in 2005, through a collaborative acquisition process conducted by the Sonoma County Agricultural Preservation and Open Space District and the City of Sonoma. The acquisition partners sought to protect the Preserve site's scenic prominence and habitat value, recognize its role in California history, and take advantage of its proximity to the Vallejo Home State Historic Park. And, they saw the Site's potential for providing recreational opportunities – strikingly scenic hikes within a short distance of Sonoma's historic Plaza.

The Preserve site, which is within the city's boundaries, was once part of the estate of General Vallejo and has been used for grazing, quarrying, and as a dairy ranch. Located on a hill just north of the city's downtown Plaza, the 98-acre Preserve encompasses rolling grasslands and open oak woodland, with large rock outcroppings scattered throughout. The area protected by the Preserve, along with an additional 53 acres protected by a conservation easement acquired in conjunction with the Preserve, is



the most significant greenbelt property at the city's borders and has long been considered important for conservation. It was identified as the community's top priority for protection in the City's Open Space Preservation Strategic Plan.

Immediately following its acquisition, the Open Space District and the City engaged in planning for public access to the Preserve in the form of hiking trails. This process included a comprehensive assessment of the property, development of a management plan, coordination with the State Department of Parks and Recreation and other agencies, and public outreach including community forums and focused meetings with interested groups and individuals.

Through this process, the District and the City developed a proposed trail system that provides access to adjoining neighborhoods on the east and west and connects with the City's Overlook Trail on the Mountain Cemetery property. The trail network will enable a pedestrian starting in the downtown Sonoma Plaza to walk to the Preserve, providing a unique recreational opportunity.

The first phase of the trail system will be developed in 2010 and the second phase in 2011.

The Montini Open Space Preserve offers a noteworthy example of collaborating in acquiring key open space property, implementing a community's open space preservation strategic plan, and engaging the community in a planning process that maximizes a variety of benefits for residents and visitors.

Section 2.2 Access to Healthy Food

The nature of our food supply and access to it has become a major public policy topic throughout the United States. Sonoma County general plan policies have addressed aspects of this topic for decades. Other considerations are only recently finding a voice.

Noteworthy General Plan Policies

Among the most noteworthy general plan policies in Sonoma County addressing access to healthy food are those addressing:

- supporting local agriculture
- expanding farmers markets
- locating retail food outlets in underserved areas
- supporting and increasing community gardens

Supporting local agriculture

The Healdsburg general plan includes a commitment to support the sustainability of local agriculture (Policy NR-D-4)

Windsor includes a policy to encourage existing cultivated areas in the County to remain in agricultural production (Ch. 6 Policy B.1)

Sonoma County has a range of sophisticated policies to promote local agriculture and the County's agricultural economy; among these are:

Providing that facilities generating or handling significant amounts of hazardous material will not be permitted on agricultural lands, recognizing that marketing agricultural products depends on a public perception of an environment that is not exposed to hazardous materials (Policy AR-1d).

Generally not extending urban services to land designated in agricultural land use categories (Policy AR-2a).

Using voluntary purchase or transfer of development rights programs to limit intrusion of residential development into agricultural lands (Policy AR-2d).

Applying the provisions of the County's "Right to Farm" ordinance to all lands designated within agricultural land use categories (Policy AR-4d).

Generally permitting storage, bottling, canning, and packaging facilities for agricultural products either grown or processed on site (Policy AR-5c).

Allowing visitor serving uses in agricultural categories that promote agricultural production in the County (e.g., tasting rooms, sales and promotion of products grown or processed in the County, educational activities and tours, and

promotional events that support local agricultural production (Policy AR-6a).

Allowing farm homestays in agricultural areas (Policy AR-6h).

Permitting permanent employee housing in addition to permitted density according to the needs of a particular sector of the agricultural industry (Policy AR-7a).

Farmers markets

Healdsburg includes a policy supporting continuation of local farmers markets (Policy NR-D-3).

Location and quality of retail food outlets

Santa Rosa's general plan calls for attracting a grocery store to the downtown area (Policy LUL-C-6).

Community Gardens

Santa Rosa's general plan states that community gardens are encouraged within city parks and on city-owned property; as part of the master plan process for new parks, the city will consider implementing new community gardens based on input from residents (PSF-A-11).

Sonoma County includes a policy that, where appropriate, will encourage and support the use of public lands for community gardens and expanding agricultural opportunities (Policy LU-6g).



Section 2.2: Access to Healthy Food Bayer Neighborhood Park and Gardens, Santa Rosa

Santa Rosa's Bayer Neighborhood Park and Gardens represents a neighborhood using the City's development process to provide community gardens and access to healthy food.

Bayer Park is a facility planned for the Roseland area of Santa Rosa. The 5.86 acre site was acquired using a state park grant of \$3 million, \$2.25 million from the City's in-lieu park fee program, which requires new development to fund parks and recreational facilities, and a \$1.3 million grant from the Sonoma County Agricultural Preservation and Open Space District. It will be the first city park built in the Roseland area, a neighborhood with one of the lowest median incomes in Sonoma County. The park is located immediately across from Sheppard Elementary School, in the Roseland School District.

Six community workshops were held to determine the recreational uses to be included in the park. Because many of the homes in the neighborhood are on small lots or are apartments, the community had an interest in having gardens on the property. The gardens would provide residents with the opportunity to grow healthy food and teach their children about healthy eating and living and the art of gardening. This idea was strongly supported by the school district.

As a result of the workshops, 40 community garden plots on approximately 1.5 acres of the park were planned and have been developed.

These plots have been adopted by families and individuals who are now growing fruits and vegetables. LandPaths, a local nonprofit organization, has served as a cosponsor and steward for the program. The City of Santa Rosa provides water to the plots.

The park master plan is scheduled for completion in early 2010 with adoption of the master plan by the City Council targeted for February. Additional park improvements will likely be included as funding becomes available. Because of the health focus of the park, partnerships with Kaiser Permanente and Sutter Hospital will be sought, along with other health-oriented agencies.

It was clear from the public workshops on the park design and use that community residents, many of whom don't have sufficient land at their residences to grow food, are interested in being able to garden.

It was clear from the public workshops on the park design and use that community residents, many of whom don't have sufficient land at their residences to grow food, are interested in being able to garden. Improving access to healthy food has been recognized nationally as an important factor in fighting obesity and related chronic health problems. Lack of access to healthy food can be a particular problem in lower income neighborhoods.

Bayer Park is a noteworthy example of utilizing a city's ability to require park fees as part of the development approval process, coupled with a strong community outreach program, to help address a neighborhood's interest in community gardens and improved access to healthy food. In addition, the gardens' location across from an elementary school enables teachers to reinforce the message of healthy eating and help young students learn to enjoy gardening.

Section 2.2: Access to Healthy Food "Chicken Ordinances," Cotati, Petaluma, Sebastopol, Sonoma County

Around the country, cities have begun to allow keeping chickens in residential neighborhoods. The interest in promoting greater access to healthy foods – here, in the form of eggs from the backyard – has led to a variety of municipal code amendments.

Several local governments in Sonoma County have joined this trend, allowing chickens in at least some residential zones. Some zoning districts also allow keeping other varieties of domestic fowl, such as ducks, geese, turkeys, and quail.

The City of Sebastopol allows up to ten hens (but no roosters) to be kept within any residential zoning district. Residents in the Residential Estate, Residential Agriculture, and Rural Residential Zoning Districts are allowed up to 20 domestic fowl. Sebastopol closely regulates the conditions that domestic fowl are to be kept under. And the fowl must be kept at least five feet from property lines and 25 feet of a neighbor's dwelling. (Sebastopol Municipal Code, Chapter 6.10.100).

The City of Petaluma allows residents to keep up to 20 domestic birds. Petaluma requires that the enclosure for these birds to be at least 25 feet from a neighbor's dwelling. (Petaluma Municipal Code, Title 9, Chapter 9.08).



The City of Cotati amended its zoning regulations regarding keeping chickens in 2009. The City allows keeping up to 20 chickens with no minimum lot size, mandating a twelve-foot setback from side and rear property lines and 20 feet from streets and dwellings. A “zoning clearance” (an “over the counter” process involving a \$100 fee) is required to confirm compliance with these standards. Butchering and slaughtering are prohibited. An interesting provision requires a Minor Use Permit for keeping chickens within 50 feet of a waterway, the application materials for which must include a plan for protecting the waterway from the polluting effects of runoff from the chicken-keeping area. Where chickens are to be located in a private common area, the homeowner’s association or similar group must provide written consent. (Cotati Municipal Code, Section 17.42.040)

And Sonoma County’s zoning code allows up to 50 chickens per 20,000 square feet of area in the Rural Residential zone. (Sonoma County Code, Section 26-18-010)

These local regulations support the growing interest in access to higher quality, more local food.

Opportunities for the Future: Location and quality of retail food outlets

This topic has been the subject of extensive efforts around the U.S. Among currently available resources are the following, discussed in greater detail in Section 4 of this Workbook:

- **Public Health Law and Policy’s “Healthy Planning” project** provides a variety of resources supporting local governments, private developers, and community groups working to create patterns of development that improve community health, including supporting neighborhood grocery stores. www.phlpnet.org/healthy-planning
- **MarketMakeovers.org** is a website focused on healthy corner stores, designed for public health practitioners and advocates, community activists, advocates, educators and policymakers who want to take action to address “urban food deserts.” www.marketmakeovers.org

And, in 2008, the Community Activity and Nutrition Coalition (CAN-C) of Sonoma County conducted a project in a number of neighborhoods in the county in an effort to learn more about the local food environment and its impact on health. The project assessed a variety of factors, including food quality, affordability, and availability. This project, which models what could be a useful tool for land use planning, is described in the Introduction of this Workbook.

Section 2.3 Walkable Communities

Among the considerations are ensuring that pedestrian networks connect essential locations within the community, and that they are convenient and safe.

There is nationwide interest in creating and maintaining communities that facilitate and encourage walking. The health benefits are obvious, along with a host of other advantages. Sonoma County general plans are not only part of this trend, but are in some ways more advanced than the plans in many places. In particular, local general plans recognize that pedestrian improvements that people don’t use very much are largely beside the point. Rather, the goal needs to stimulate a more active population and the focus on policies and programs that actually achieve that goal. Among the considerations are ensuring that pedestrian networks connect essential locations within the community, and that they are convenient and safe.

Noteworthy General Plan Policies

Included among the most noteworthy general plan provisions in the county addressing walkable communities are policies concerned with:

- land use strategies that encourage walking
- urban design features to promote convenience, safety, etc.
- pedestrian networks
- funding

Land use strategies to encourage walking

Petaluma's general plan mandates clustering business parks and increasing pedestrian linkages to commercial uses and restaurants (Policy 2-P-91).

The Rohnert Park general plan includes a policy to locate new Medium and High Density Residential development adjacent to parks, creekways, or other open space in order to maximize residents' pedestrian access to recreational uses, or adjacent to a Mixed Use or Neighborhood Commercial Center to maximize access to services (Policy LU-6).

Rohnert Park also includes a policy to encourage new neighborhood commercial facilities and supermarkets to be located to maximize accessibility to all residential areas; the intent is to ensure that convenience shopping facilities such as supermarkets and drugstores are located close to where people live and facilitate access to these on foot or bicycle (Policy LU-7).

Santa Rosa's general plan has a goal of ensuring that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents (Goal LUL-E).

The City of Sonoma has a general plan policy to encourage mixed use development that includes small-scale, local-serving commercial uses (Policy 1.2).

Sonoma also has general plan policies to encourage a residential and pedestrian presence in commercial centers through mixed use and multifamily development and to promote ground-floor retail uses in commercial areas as a means of generating pedestrian activity (Policies 1.9 and 1.10).

Urban design features to promote convenience, safety, etc.

The Rohnert Park general plan states that where cul de sacs are used, pedestrian and bicycle connections will be integrated through the end to the adjacent area, and the intersections of local streets will be spaced closer to strengthen pedestrian connections (Policy CD-24); Santa Rosa has a similar policy, including a provision to provide through-connections for pedestrians and bicyclists in new developments (Policy UD-G-4)

Rohnert Park also requires all development within commercial districts to provide pedestrian amenities, including pedestrian walkways through parking lots to connect buildings on opposite sides of parking areas;

sidewalk intersection bulbs to reduce the walking distance across streets; pedestrian lighting, benches, street trees, and other sidewalk amenities; and landscaping that complements pedestrian circulation and eliminates barriers to pedestrian access (Policy CD-55).

Santa Rosa's general plan includes a policy to orient buildings along Santa Rosa Creek within downtown toward the creek [rather than turning their back to this resource] to enhance pedestrian and bicycle activity safety (Policy UD-B-8).

Santa Rosa also has a provision to enhance pedestrian activity and safety by designing streets, buildings, pathways, and trails to provide a visual connection with public spaces such as parks and Santa Rosa Creek (Policy UD-E-4).

Pedestrian network

Several Sonoma County general plans recognize that successfully encouraging walking can depend on a coherent network of sidewalks, paths, and trails.

Petaluma's general plan provides: allow bicycles and pedestrians access to all existing and new emergency access routes (Policy 5-P-28).

The Santa Rosa general plan includes a policy to link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and creekside and open space pathways (Policy T-K-1).

Santa Rosa also includes a goal to develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, and employment centers (Goal T-K).

The City of Sonoma general plan has a policy to link neighborhoods and recreational, cultural, educational, civic, and commercial destinations with bicycle and pedestrian facilities (Policy 4.3).

Funding

The Cloverdale general plan includes a policy to provide hillside open areas and trails as part of development approvals (Ch. 5 Policy PR 1-4).

Cloverdale also has a policy to pursue pedestrian and bike trails in project approvals (Ch. 5 Policy PR 1-5).

Healdsburg's general plan requires new development to dedicate land for and install bicycle and pedestrian facilities (Policy T-12).

The City of Sonoma general plan includes a policy to require pedestrian and bicycle access and amenities in all development (Policy 4.4).

Sonoma's general plan also calls for creating and funding a pedestrian improvement category in the five-year Capital Improvement Program as a mechanism for identifying, budgeting, and implementing specific pedestrian improvements, including constructing pathways and repairing and completing sidewalks (Implementation Measure 1.2.1).

Section 2.3: Walkable Communities Prince Memorial Greenway, Santa Rosa

The Prince Memorial Greenway in downtown Santa Rosa is an excellent example of a strategy based on access to a waterway and restoration of a compromised waterway (here, a flood control area). Today, walkers, joggers, and bicyclists utilize the Greenway as part of the City's network of pedestrian facilities and parks.

During the 1960's, Santa Rosa's urban creeks were channelized for flood control purposes. While preventing floods, it destroyed the aesthetics of the creek and habitat for the native steelhead. The creek area also became a place for homeless encampments, drug use, and vandalism. The challenge was to transform the downtown section of the creek into a lush greenway and a linkage between Santa Rosa's Historic Railroad Square and the Downtown core.

The project started with a small group of Santa Rosa residents in the late 1980's. The Creek Committee brought together hundreds of Santa Rosa residents to share their ideas for the Santa Rosa Creek Master Plan.



Out of this came a set of goals:

- Overall, recreate the creek for public use and benefit
- Create a more natural creek environment
- Restore creek habitat to save endangered and threatened species of fish and wildlife

- Create a bicycle and pedestrian path that links downtown and Railroad Square
- Increase tourism and revitalize downtown and Railroad Square
- Maintain the flood control function
- Remove toxic materials along the creek

A restored section of the creek of just over half a mile stretches from Santa Rosa City Hall to Railroad Square. Using historic building materials, including stone, cast iron, steel, and wood, the creek has been transformed into a series of terraces with landscaping, trails, plazas, and public art. Improvements include stone retaining walls, curved stairs and ramps that lead to the creek itself, benches, murals, and sculptures.

Restoration involved removing the creek's concrete channels and improvements to the creek to improve its habitat value for fish, river otter, and other wildlife. Toxic wastes discovered on the site were cleaned up. The Greenway became a resource allowing people of all ages to move by foot across this section of the city.

Support for the project came from a wide variety of sources, including: the Prince Family Trust; the City's Redevelopment Agency; the Sonoma County Agricultural Preservation and Open Space District; the Natural Resource Conservation Service; the Sonoma County Water Agency; the California Departments of Fish and Game, Water Resources, and Parks and Recreation; and the Army Corps of Engineers.

The Prince Memorial Greenway along Santa Rosa Creek serves as a model of urban creek restoration, providing a special place for walkers and an array of other public benefits.

Section 2.3: Walkable Communities Adopting and implementing pedestrian and bicycle connectivity general plan policies, Petaluma

The City of Petaluma's General Plan 2025, adopted in 2008, recognizes the importance of an integrated pedestrian and bicycle network for the City, connecting Downtown, the Petaluma River, neighborhoods, and employment centers. The General Plan recognizes the valuable components of this network that already existed. Central Petaluma and the City's older West Side, for example, are characterized by an extensive network of sidewalks, while the relatively newer East Side enjoys a multi-use trail system along creeks and the City's edge resulting from the development approval process, beginning in the 1980's. But, the General Plan notes, more can be done to enhance connectivity and the overall quality in the City's bicycle and pedestrian network.

Among the improvements identified in the General Plan are:

- The Petaluma Ring Trail, a connected system of multi-use trails that would form a continuous, unbroken path around the City. This path is currently nearly continuous on the eastern edge of Petaluma within the City's "urban separators" -- 300-foot wide linear open spaces providing separation between urban and agricultural uses. The Ring Trail connects to a junior high school, an elementary school, Santa Rosa Junior College, a shopping center, the airport and three community parks.
- The SMART bicycle/pedestrian path -- a continuous multi-use path along the NWPRR corridor that would be integrated with the citywide bicycle/pedestrian network and provide a vital north-south spine to that system.
- The Petaluma River Trail, which will provide a continuous path along the 7-mile stretch of river within Petaluma,



Multi-use trail across Lynch Creek, part of the Petaluma Ring Trail.

also running roughly north-south. Segments of this trail have already been constructed.

- New river and creek crossings for pedestrians and bicycles, which will provide greater connectivity and safer, more efficient cross-town routes.
- A collection of existing and proposed sidewalks and on-street bike lanes to fill the gaps where multi-use pathway opportunities don't exist.

The City is making great strides in implementing these policies. By including policies and programs into the General Plan and a comprehensive exhibit of proposed and existing pedestrian/bicycle facilities, the City has provided the foundation for ensuring that future development and capital improvement projects incorporate the improvements necessary to fulfill the goal of a comprehensive and integrated network of facilities that promote and encourage increased walking and bicycling.

In addition to the Ring Trail, described above, the Lynch Creek Trail now runs from the Ring Trail on the eastern edge of town under US 101 to the Petaluma River Trail. Measure M funding (the County's voter-approved "Traffic Relief Act," which created a ¼ cent sales tax

to be used for a variety of transportation improvements), as well as approved development projects (when built), will fill the last gap of this trail to Downtown. Meanwhile, the City is actively pursuing grant opportunities for other pedestrian/bicycle projects.

Petaluma's general plan pedestrian and bicycle connectivity policies, and the City's commitment to their implementation, is an outstanding example of identifying a city's attributes that promote a healthy community and opportunities for building on those strong points.

Section 2.4 Opportunities to Bicycle

Along with walking, bicycling is an alternative to auto travel that many communities want to promote. Here, similar to policies addressing walkability, much of the interest in Sonoma County is in taking things to a level beyond simply providing some measure of bike paths, to a focus on how actual bike use can be advanced. Access to key locations in the community, convenience, and safety are critical components to this approach.

Noteworthy General Plan Policies

Noteworthy Sonoma County general plan policies that address opportunities to bicycle include these categories:

- bicycle networks
- urban design/amenities
- funding

Bicycle networks

Petaluma includes a policy to allow bicycles and pedestrians access to all existing and new emergency access routes (Policy 5-P-28) Santa Rosa's general plan mandates providing bicycle lanes on major access routes to all schools and parks (Policy T-L-2).



Santa Rosa also includes a policy to integrate the bicycle and pedestrian path networks envisioned in both the Citywide Creek Master Plan and updated Bicycle and Pedestrian Master Plan with regional park plans, so that users can safely and comfortably access the full range of public open spaces (Policy PSF-A-8).

The City of Sonoma general plan provides for upgrading connections between streets and bike paths to make them safer, more visible, and more attractive (Implementation Measure 4.4.1).

Sonoma County includes a provision that whenever opportunities for acquisition arise, they will review the status of abandoned railroad rights-of-way, natural waterways, flood control rights-of-way, and public lands for potential designation as new Class I bikeways; they will also review railroad rights-of-way proposed for transit use for potential multiple use as Class I bikeways (Policy OSRC-18k).

Urban design/amenities

Healdsburg's general plan requires bike parking in multi-family, commercial, and employment sites (Policy NR-18).

Rohnert Park's general plan provides: implement comprehensive design standards for bikeways as part of the Bicycle Master Plan and ensure that adequate lighting, signage, and other amenities are provided (Policy TR-40).

Rohnert Park also includes a policy to establish requirements for bicycle parking for Mixed Use, Commercial, Industrial, Office, Public, Park, and High Density Residential uses, as part of its Zoning Ordinance update (Policy TR-43).

Sebastopol includes a policy of providing adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, the library, parks, city offices, and commercial areas (Ch.2, Policy 22).

The City of Sonoma's general plan includes a policy of expanding the availability of sheltered bicycle parking and other bicycle facilities (Policy 2.3).

Sonoma County's general plan states that, wherever possible, existing traffic signals on County roadways should be upgraded so the most sensitive spot on signal detector loops identifies and is adjusted to detect bicycles; it goes on to require that all new traffic signal detector loops installed on County roads be designed and adjusted to detect bicycles (Policy OSRC-18i).

Sonoma County provides that, to the extent feasible, the County will provide male and female shower and locker facilities and adequate bicycle parking at the County Administration Center and other County facilities (Policy OSRC-18t).

Funding

Petaluma requires development to provide bicycle and walking support facilities (Policy 5-P-31).

Rohnert Park mandates making bikeway improvements a funding priority by: incorporating bikeway improvements as part of its capital improvement program; requiring developers to provide bikeways and associated amenities in conjunction with new development; pursuing regional and other funding sources for new bikeways to the extent possible under federal and state law (Policy TR-42).

Santa Rosa's general plan states that as part of street and intersection projects constructed by private developers, bicycle facilities will be installed, including: Class I paths, Class II lanes, and Class III route signs; signal detectors; showers; bike storage/parking facilities; and/or other facilities (Policy T-L-7).

Santa Rosa also requires new development to dedicate land and/or construct/install bicycle facilities where a rough proportionality to demand from the project is established (Policy T-L-8).

The City of Sonoma provides for earmarking Circulation Improvement Fee funds for bikeway system and facility improvements (Implementation Measure 2.2.1).

Sonoma County encourages the dedication of Class I bikeways as part of open space requirements for development, when a nexus can be established between the proposed development and the need for bikeways in the affected area (Policy OSRC-18o).

Section 2.4: Opportunities to Bicycle The Joe Rodota Trail, County of Sonoma

The Joe Rodota Trail is over eight miles of paved trail running between Sebastopol and Santa Rosa. The trail, named after the late Joe Rodota, former Director of the Sonoma County Regional Parks Department, runs along an abandoned line of what was once the Petaluma and Santa Rosa Railway, paralleling Highway 12. In addition to cycling, it allows walking and skating, as well as horseback riding on an unpaved trail parallel to the paved trail. Part of the Sonoma County Regional Parks system, it traces a path through ranches and the Laguna de Santa Rosa.

The Joe Rodota Trail connects with the West County trail (which continues from Sebastopol to Forestville), the Prince Memorial Greenway in Santa Rosa (described in another case study in this Workbook), and, by connecting with other area trails, the Bay Area Ridge Trail.

The Trail's value to the community is dramatic and varied. Over a quarter of a million people use the Trail annually. By connecting urbanized areas to protected open spaces, it enables people living and working in the area ready access to natural settings. The trail links neighborhoods and regional parks, wetlands of the Laguna de Santa Rosa, and the California Department of Fish and Game's Atascadero Marsh Ecological Reserve.

Creation of the Joe Rodota/West County Regional Trail is a story characterized by collaboration and persistence. It became a focus for the County of Sonoma in 1984, when the Board of Supervisors directed the Regional Parks Department to proceed with acquiring an abandoned railroad corridor from Southern Pacific Transportation Company. The acquisition and development occurred in several phases, beginning in 1988, as a cooperative effort between the County of Sonoma, the City of Santa Rosa, and the City of Sebastopol. Funding for the entire project was assembled from over 35 separate federal, state, and local sources, and donations from private individuals and local bicycle and Rotary groups. In addition, with grants from the California Department of Forestry, a local group, Sonoma Re-leaf, organized community

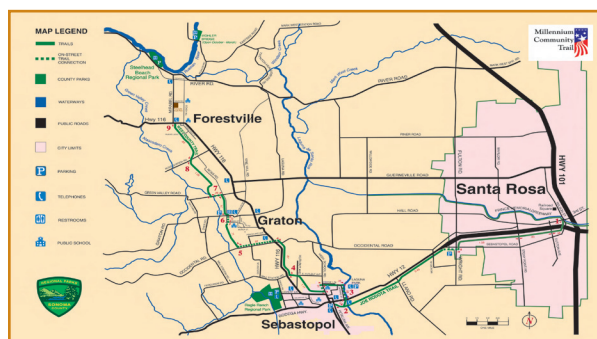


The Trail's value to the community is dramatic and varied.

tree planting projects in 1990 and 2000. As a result, hundreds of volunteers planted over 800 trees along the Joe Rodota and West County Trails.

In 2000, four additional miles of the trail were completed, extending the trail to the west side of Santa Rosa. In March 2002, the County acquired an additional 1.5 miles of railroad right-of-way. With funding assistance from the California Coastal Conservancy, the County proceeded with construction of the last mile and a half of the trail, into downtown Santa Rosa, in conjunction with a developer-funded portion of the trail.

The Joe Rodota Trail provides an excellent example of a single project bringing multiple benefits. In addition to providing outstanding opportunities for exercise, it offers alternative transportation options while also bringing urban populations to important open space areas.



Section 2.4: Opportunities to Bicycle Laguna Bikepath, Cotati

The Laguna Bikepath was established more than 20 years ago as a Class I facility (Class I bikepaths are separated from automobile traffic) in order to provide both a transportation alternative and a recreational opportunity. In recent years, a local non-profit, in conjunction with the City and other agencies, has worked to restore a significant stretch of the Laguna de Santa Rosa along the bikepath, providing both a recreational and educational experience for residents and visitors.

The Laguna Bikepath runs for over a mile along a channel of the Laguna de Santa Rosa, traversing the City and beginning and ending at Cotati's boundaries with Rohnert Park. The path is most easily accessed on East Cotati Avenue at a new pedestrian crossing approximately quarter mile east of Old Redwood Highway.

Cotati's general plan envisioned the Laguna Bikepath as part of its larger transportation system. The general plan includes a goal of developing a system of transportation facilities and services that provides safe and efficient access to all parts of the City and that reinforces the City's desired land use pattern (Goal 2). A more detailed "objective" is to develop a safe and efficient system of bicycle and pedestrian routes that connect neighborhoods with commercial centers, transit facilities, parks, the City of Rohnert Park, and the County of Sonoma (Objective 2.2). The general plan goes on to include a policy of establishing and maintaining continuous, clearly identifiable bicycle routes and facilities on Old Redwood Highway, East Cotati Avenue, Gravenstein Highway, and West Sierra Avenue (Policy 2.2.1). Finally, an implementation measure specifically identifies completing the Laguna Bikepath, connecting Commerce Blvd. to Lancaster Drive (Implementation measure E).

In addition, the Laguna Bikepath is included in the Cotati Bicycle and Pedestrian Master Plan, completed in December 2008 in partnership with the Sonoma County Transportation Authority.

Cotati's general plan envisioned the Laguna Bikepath as part of its larger transportation system.

Creek restoration in the channel was spearheaded by the Cotati Creek Critters, a local non-profit, in an area from Liman Way to the bike/pedestrian bridge north of East Cotati Ave. In 2005, Cotati Creek Critters received a grant from the California Department of Water Resources Urban Stream Restoration Program to undertake a restoration project along the Laguna de Santa Rosa channel in Cotati and a section of Rohnert Park. Among Cotati Creek Critters' partners were the Sonoma County Water Agency, the Laguna de Santa Rosa Foundation, the City of Santa Rosa, and the City of Cotati.

Cotati's Laguna Bikepath is an excellent example of visionary planning followed up with practical implementation. It also illustrates effective collaboration with governmental and non-governmental allies to achieve a variety of related purposes.



Section 2.4: Opportunities to Bicycle The Cloverdale Station Area/Downtown Plan bicycle/pedestrian thoroughfare, Cloverdale

In April, 2010, the Cloverdale City Council approved a Station Area/Downtown Plan in anticipation of the development of the Sonoma-Marín Area Rail Transit (SMART) project and as part of a city-wide compact, transit-oriented development strategy. An important aspect of the plan is a bicycle and pedestrian thoroughfare that will connect the city's Depot and Downtown areas.

The SMART project will re-establish passenger train service for 70 miles from Larkspur, where ferry service connects Marin County to San Francisco, to Cloverdale. In addition to the rail line, the project will establish a parallel bicycle-pedestrian path, and is characterized by stations to be developed in various communities in Sonoma and Marin Counties.

Funded by a grant from the Bay Area's Metropolitan Transportation Commission, Cloverdale's Station Area/Downtown Plan addresses several goals, including remedying land use issues caused by the relocation of the Cloverdale Depot as part of the Highway 101 bypass project of the 1990's. When the Depot was moved, it was placed southeast of Cloverdale's Downtown, on the other side of Highway 101. Although the distance between the Depot and Downtown is not great (about a half mile), this four-lane, 45 mile per hour stretch of road is an unfriendly route for bicyclists and pedestrians.

One of the Station Area/Downtown Plan's recommendations is to claim two of the lanes on Citrus Fair Drive, which are not needed to accommodate auto traffic, and use them for a bicycle/pedestrian thoroughfare connecting the Depot area with Downtown. Improvements to the right-of-way will include landscaping, benches, and other features to encourage cycling and walking. The result will be a stronger multi-modal connection between the Downtown and the Cloverdale

Depot, and will provide a more attractive entrance to Cloverdale's Downtown for those arriving by car.

While recent and projected decreases in tax revenues have created some uncertainty as to when the SMART line will be completed, the City sees benefits from this planning effort even without the train, in terms of thoughtful development in the Downtown and the Depot area and strengthened connections between these areas. A critical component of these connections is a safe, convenient, and attractive pedestrian and bicycle environment.

The City has had preliminary discussions with Caltrans, which has expressed conceptual interest in the plan's recommendations.

Cloverdale's Station Area / Downtown Plan is an excellent example of utilizing a planning process with multiple goals to promote bicycling and walking as transportation alternatives.

The result will be a stronger multi-modal connection between the Downtown and the Cloverdale Depot...

Section 2.5 Senior Health

The health concerns of seniors, as they relate to land use planning, relate to a number of subtopics: housing, transportation, access to health care and community services, etc.

Noteworthy General Plan Policies

Rohnert Park's general plan includes a goal to provide for a range of housing types within the community to accommodate a variety of incomes and lifestyles, and enable residents to remain in Rohnert Park throughout their lives if they so choose (Goal HO-B).

Santa Rosa includes a policy to provide incentives for development of housing for the elderly, particularly for those in need of assisted and skilled nursing care (e.g., density bonuses, reduced parking requirements, or deferred development fees) (Policy H-D-14).

Santa Rosa mandates that in new senior housing that receives any development incentives or money from the City at least 25 percent be available to low income seniors (Policy H-D-15).

At the same time, Santa Rosa encourages senior housing developments not receiving City funding or concessions to provide a substantial number of units affordable to low income seniors (Policy H-D-16).

Sonoma County has a policy to consider the needs and limitations of senior citizens and persons with disabilities when planning for public transit routes and equipment (Policy PF-3o).

Sonoma County also has a policy to site new public facilities that provide youth, family and senior services near transit stops when feasible (Policy PF-3n).

Section 2.5: Seniors Health Encouraging Senior Housing Near Community Facilities and Services, Windsor

One of the challenges facing many communities is how to provide opportunities for seniors to “age in place” – stay in their communities of choice while their needs change. The Town of Windsor has encouraged development of senior housing options providing a range of care close to key community facilities and services. A good example is Chancellor Place in Windsor, which offers both independent living and assisted living options. Located next to a large shopping complex, a park, and a community service center, many of its residents walk to local restaurants, stores, pharmacies, and medical offices. This proximity gives senior residents opportunities for physical activity and social engagement – key components of healthy aging.

Chancellor Place illustrates Windsor's use of tax-exempt bonds to attract senior housing, including senior care facilities. Windsor is able to issue these bonds, sold to investors who do not pay income tax on the income from their investments. Windsor can then loan money to developers of certain types of projects, with

One of the challenges facing many communities is how to provide opportunities for seniors to “age in place” – stay in their communities of choice while their needs change.

long repayment periods. These bonds can provide an effective way for the Town to attract desired development.

Windsor also encourages desired seniors-oriented projects by delaying payment of some development fees until an occupancy permit is issued. By reducing upfront costs, this can have the effect of allowing the developer to finance a larger project, promoting the Town's goals. In addition, the Town encourages seniors developments located near shopping, community activities, and medical services through its implementation of the Town's density bonus program.

The Town of Windsor is utilizing a number of the tools at its disposal to attract seniors-oriented housing that promotes the Town's goals related to providing healthy options for seniors.

Opportunities for the Future: Safe Routes for Seniors

- Facilitating and promoting seniors' ability to walk for recreation and to meet daily needs is a topic of increasing interest as our population ages. A set of design recommendations to advance these goals is discussed in Section 3 of this Workbook under "Safe Routes for Seniors."

Section 2.6 Youth Health

As with seniors, young people have health concerns unique to their population. There are a number of areas where land use planning can help address those concerns.

Noteworthy general plan policies

Santa Rosa's general plan provides: ensure provision of safe pedestrian access for students of new and existing school sites throughout the city (Policy T-K-5).

The City of Sonoma's general plan provides for working with schools and other interested organizations to establish safe bike routes and to promote bicycle use, registration, safety, and etiquette in accordance with its police department's bicycle education program (Implementation Measure 2.1.2).

Sonoma County's general plan has a policy that, in considering applications for Use Permits, they will consider the potential negative impacts of proposed projects involving alcohol, tobacco, or marijuana locating in proximity to youth serving facilities (Policy PF-3d).

Sonoma County has a policy to site new public facilities that provide youth, family and senior services near transit stops when feasible (Policy PF-3n).

Section 2.6: Youth Health The Laguna Skategarden skateboard park and community garden, Sebastopol

Skateboard parks are valued recreational components of many communities. And, as such, they are relatively common. Sebastopol, however, has taken the concept to another level, combining this youth-oriented recreational and social center with a community garden and a strong contribution from the local arts community.

With the Sebastopol Skate Park and Community Garden (aka the “Skategarden”), the City of Sebastopol built a state-of-the-art skate park, surrounded by a community garden with plots available to local residents and demonstration areas for sustainable gardening practices. At just over an acre, the Skategarden is located on Laguna Park Way in northeast Sebastopol.

The Laguna Skategarden is a remarkable example of how benefits in one area of public health can overlap with others.

Impetus for development of the Skategarden came from skaters, parents, and community garden proponents, including the non-profit West County Skatepark Organization.

Establishing the garden component of the Skategarden required laying out plots, grading, and installing an irrigation system, fencing, and pathways. The garden provides individual garden plots for Sebastopol residents who may not have their own yard area for gardening. This component of the project is also an educational resource, demonstrating aspects of sustainable gardening practices: composting, worm bins, waste recycling, and non-toxic gardening practices. Garden plots are assigned on a first-come, first-served basis by the City’s Planning Department and require a small annual fee. The park also includes numerous fruit trees.



Another innovation that characterizes the Skategarden is the role that artists in the community have played -- artists from the Sebastopol Center for the Arts and its Sculpture Jam project participated in the design process. In addition, the City created an ‘art wall’ in the park where artists may express themselves. New work appears on the art wall, typically on a weekly basis.

Funding for this unique park came from a variety of sources, notably the City itself, the Sonoma County Agricultural Preservation and Open Space District through its Matching Grant Program, the Sonoma County Board of Supervisors’ Partnerships for Youth Program, and California State Parks.

The Laguna Skategarden is a remarkable example of how benefits in one area of public health can overlap with others. Here, an important addition to youth health in the form of access to outdoor recreation also contributes to access to healthy food.



Section 2.6: Youth Health Regulating Alcohol Availability through the Alcoholic Beverage Sales Ordinance, Rohnert Park

The City of Rohnert Park has addressed a range of issues related to alcohol sales, including several closely related to youth health. Through locally-based data collection, collaboration with others with similar concerns, and strong legislative action by its City Council, Rohnert Park has taken steps that have resulted in real progress in addressing these concerns.

In 2004, the Cities of Rohnert Park and Cotati and Sonoma State University received a three-year California State Incentive Grant to implement science-based strategies to reduce the problems associated with underage and adult high risk drinking. A coalition was formed to work within and across these jurisdictions. In 2007, the Sonoma County Department of Health Services extended funding to continue the coalition's efforts. As community conditions contributing to alcohol availability were assessed, each local jurisdiction developed a series of strategies to address its specific problem areas.

Rohnert Park chose to focus on commercial availability. Rates of underage drinking in Rohnert Park were higher than both State of California and national rates. High school and college students reported that it was 'fairly easy' to buy alcohol from local stores. In 2003-2004, 25 percent of all Rohnert Park alcohol outlets committed violations of the requirements of the California Department of Alcoholic Beverage Control, with the majority of violations committed by off-sale general licensees (markets, liquor stores, drug stores, etc.). And, almost one-third of licensed alcohol establishments sold to minors during decoy operations. Further, the City found that, based upon studies conducted by its Public Safety Department, the operation of businesses selling alcoholic beverages often created environments conducive to excessive consumption of alcohol and other nuisances and that these behaviors often impacted

the health, safety, and general welfare in surrounding areas, including residential neighborhoods, as well as the success of the establishment itself and surrounding businesses.

In order to address its problems related to both underage and adult high risk drinking, Rohnert Park adopted a comprehensive ordinance – the Alcoholic Beverage Sales Ordinance – in 2007 (Rohnert Park Municipal Code, Title 8, Chapter 8.34, "Use Permits for Alcoholic Beverage Establishments"). The "ABSO," which applies to both off- and on-sale establishments (that is, both stores that sell alcohol and businesses that serve alcohol), established:

- A use permit process for on- and off-sale alcoholic beverage sales establishments
- Standards of operation for new and existing alcohol outlets to prevent outlet-related nuisance activities
- Mandatory "Responsible Beverage Service" training for all alcohol outlet employees
- An annual fee that is collected from each licensed outlet to fund the Responsible Beverage Service training, law enforcement compliance checks, and enforcement

*The City of Rohnert Park
has addressed a range of
issues related to alcohol sales,
including several closely
related to youth health.*

The City requires obtaining a use permit prior to establishing a new on-sale or off-sale licensed alcoholic beverage establishment or substantially modifying an existing establishment. This local requirement is in addition to and complements state law and is a means of giving the City a tool for controlling specific conditions of operation for alcohol outlets. Among the requirements for obtaining such a permit in Rohnert Park are that the establishment not be located within one thousand feet of any similar alcoholic beverage establishments or existing schools, places of worship, hospitals, parks, or playgrounds. Neither will a use permit be issued for an establishment located where a disproportionate number of police service calls occur.

The Ordinance goes on to identify conditions that may be imposed on the use permit, addressing:

- Lighting
- Trash and litter handling
- Prohibitions on features that encourage loitering
- Reducing opportunities for patrons to congregate and obstruct neighboring properties and public rights-of-way
- Otherwise maximizing opportunities for surveillance and control of the premises

The Ordinance also authorizes any other conditions deemed appropriate by the City's Planning Commission.

Alcoholic beverage establishments must post a copy of all operational standards, training requirements, and any special conditions of the use permit where it will be readily visible and legible to the employees and patrons of the establishment.

In addition, all alcoholic beverage establishments are required to adhere to certain "performance standards" described in the Ordinance regarding parking areas, sidewalks, alleys, and surrounding areas.

Generally, alcoholic beverage establishments lawfully operating prior to the effective date of the Ordinance are not required to obtain a use permit, provided the operation is conducted in compliance with the Ordinance's performance standards and training requirements and has paid the required annual permit fee. Continued operation does require approval of a use permit if the establishment changes its type of retail liquor license with the Department of Alcoholic Beverage Control or there is a substantial modification to the mode or character of operation (e.g., a substantial increase in the space allocated to alcohol sales).

In 2008, the first year of activity funded by this ordinance, alcohol sales to minors in Rohnert Park dropped by almost half compared with 2007 (46.16 percent). Responsible Beverage Service trainings are held monthly, which has contributed to this positive trend. In 2008, \$24,650 in fees was collected under the Ordinance to fund training, inspection, and enforcement of the ordinance.

Rohnert Park's Alcoholic Beverage Sales Ordinance illustrates an approach based on collecting good local data and the work of a strong community coalition. The ABSO is an excellent example of promoting youth health by tailoring a strategy to address the conditions and concerns present within a particular community.

Section 2.6: Youth Health The Healdsburg Community Center at Foss Creek School, Healdsburg

In 2009, the City of Healdsburg, in partnership with the Healdsburg Unified School District, opened the Healdsburg Community Center at Foss Creek School. Through this collaboration, the City was able to expand its recreational programs and other community services, including those focused on youth in the community, while providing needed fiscal support to the School District.

Foss Creek School, an elementary school in Healdsburg, closed in 2005 due to declining enrollment and other factors. Santa Rosa Junior College (SRJC) hoped to acquire the property from the Healdsburg Unified School District to provide a satellite facility in the northern part of the county. If this agreement had been executed, the City hoped to partner with the Junior College in leasing space at the facility for community-based recreation programming. The potential sale of the school site to SRJC, however, fell through.

In response, the City agreed to enter into a long-term lease that would provide an infusion of cash to the School District, while helping secure the City's long-term plans for a community center and avoid development of the property inconsistent with the City's goals. The 50-year lease, entered into in June 2008, has been characterized as a "win-win," enabling the City to use the site for its Parks and Recreation Department and guaranteeing the School District \$8.36 million in the first 21 years of the lease through the City's Redevelopment Agency funds.

The City developed an interim plan where the City would use the former school for its youth recreation programs – a need determined to be a high priority by a recent community survey. What's more, the site will provide space for community gardens,

organized soccer and baseball, and office space for community organizations and public access television. Furthermore, the City's Community Services Department, which encompasses the City's parks and recreation function and had previously been in various locations throughout the community, moved to the site, creating a focal point for Healdsburg's youth.

Within a year after entering the lease, the Healdsburg Parks and Recreation Department hosted the grand opening of the Healdsburg Community Center. By gaining additional space, the City was able to offer many additional programs for the community.

The Healdsburg Community Center at Foss Creek School provides an excellent example of collaboration between a city and school district to the mutual benefit of each, offering enhanced recreational and other services promoting the health of the community's youth.

Section 2.6: Youth Health South Santa Rosa Safe Routes to Schools Program – City of Santa Rosa, County of Sonoma, Sonoma County Department of Health Services

The South Santa Rosa Safe Routes to School (SRTS) Program is a local manifestation of an international phenomenon – a movement to promote increased physical activity among students and their families by improving conditions for walking and bicycling to schools. The South Santa Rosa SRTS Program represents a collaboration including the Sonoma County Department of Health Services, a number of school districts, the City of Santa Rosa's Department of Public Works, and the Sonoma County Transportation and Public Works Departments, among others.

The Safe Routes to School movement began in Denmark over 30 years ago and was introduced in the U.S. in 1997. Its goals are pursued through a "Five E's" approach: Education and Encouragement activities in schools and the community; Engineering efforts to identify, plan and implement infrastructure projects; Enforcing traffic laws to calm traffic in school environs, and Evaluating program activities.

A model close to home came from Marin County. A comprehensive SRTS program there increased the number of children walking to school by 64 percent in two years.

Sonoma County's successful experience with Safe Routes to Schools in south Santa Rosa is characterized by collaboration: between parents; the County's Department of Health Services; public works departments in the City of Santa Rosa and the County of Sonoma; a variety of funders, including Kaiser Permanente and the federal government; a number of school districts; non-profits, such as the Sonoma County Bicycle Coalition; and others.

The South Santa Rosa SRTS program grew out of the work of Sonoma County's Community Activity and Nutrition Coalition and its Healthy Eating Active Living (HEAL)



project, and a network of SRTS supporters in the County. The HEAL project works closely with four school districts in southeast and southwest Santa Rosa, and a diverse group of community partners, to improve community conditions that enhance residents' ability to be physically active and eat healthy, affordable foods. HEAL partners established SRTS as a priority in 2006.

In 2008, the SRTS National Partnership and Kaiser Permanente Northern California Region (HEAL's funder) invited the Santa Rosa HEAL project to participate in a national pilot project to create SRTS programs in ten low-income schools in the U.S. Kawana Elementary School, a HEAL school partner, was the only school in California chosen to participate in the pilot. The Sonoma County Bicycle Coalition coordinates the Kawana SRTS project, now in its second year, in partnership with the school, parents and community partners.

Concurrent with the Kawana Elementary School effort, HEAL successfully sought funding for the federal government for a broader SRTS project in south Santa Rosa. The South Santa Rosa SRTS project was launched in 2009 and is currently underway in eight schools in the Roseland and Bellevue Union school districts. The project area includes both the City of Santa Rosa and unincorporated portions of the County.

In addition to the health benefits of SRTS, these programs have been successful in reducing vehicle miles traveled and associated emissions.

The City of Santa Rosa Public Works and County of Sonoma Transportation and Public Works Departments have been crucial program partners. A number of infrastructure improvements are underway or in planning stages. These improvements will improve safety conditions for children walking and bicycling to school in South Santa Rosa project area due to the active involvement of these agencies.

In addition to the health benefits of SRTS, these programs have been successful in reducing vehicle miles traveled and associated emissions. This outcome points to the co-benefits that SRTS programs have with efforts to reduce greenhouse gas emissions and address climate change, and the value of collaborating with these program partners.

Many of those engaged in SRTS efforts in the County recognize the on-going need for SRTS projects throughout the county and have expressed a strong interest in establishing a countywide, sustainable SRTS program, similar to those in Marin County or Portland, Oregon.

The South Santa Rosa SRTS Program is a powerful example of the benefits of collaboration in promoting widely held community goals.

Additional SRTS programs and resources in Sonoma County:

Climate Protection Campaign – The Climate Protection Campaign’s eCO2mmute program operates in high schools to promote walking, biking, riding the bus, and carpooling among high school students through awareness and incentives to reduce greenhouse gas emissions from student commutes. www.climateprotectioncampaign.org

The Sonoma County Bicycle Coalition, www.bikeSonoma.org offers online resources and support to promote local SRTS programs.



Section 2.7 Air Quality

As described in Section 1 of this Workbook, treatment of this topic is limited here to two subtopics: 1) problems associated with siting pollution sources near people and the reverse – siting such uses near pollution sources; and 2) provisions relating to indoor air quality.

A review of Sonoma County general plans found that, to date, there are relatively few provisions addressing these topics.

- The City of Sonoma's general plan calls for evaluating applications for new development in terms of their potential to expose sensitive uses to substantial air pollutant concentrations and/or to create or emit objectionable odors (Implementation Measure 2.9)
- Sonoma County's general plan includes a policy to ensure that any proposed new sources of toxic air contaminants or odors provide adequate buffers to protect sensitive receptors and comply with applicable health standards, and promote land use compatibility for new development by using buffering techniques such as landscaping, setbacks, and screening in areas where such land uses abut one another (Policy OSRC-16i)
- Sonoma County also has a policy requiring that discretionary projects involving sensitive receptors – facilities or land uses that include members of the population sensitive to the effects of air pollutants such as children, the elderly, and people with illnesses – proposed near the Highway 101 corridor include an analysis and, if necessary, mitigation for mobile source toxic air contaminant health risks (Policy OSRC-16k)

Section 2.7: Air Quality Smoking ban in multi-unit residential development, Rohnert Park

Concerned about the health risks associated with secondhand smoke, the City of Rohnert Park passed an ordinance limiting smoking in multi-unit residential development in the city. The restrictions (found in Rohnert Park Municipal Code Chapter 8.32) apply to developments consisting of residential condominiums, townhouses, rowhouses, or apartments, represented by one common property management group or Home Owners Association and providing for-sale and/or rental units. Smoking is prohibited in enclosed common areas (e.g., laundry rooms, lobbies, and community centers). In addition, at least 75% of the units constructed after June 1, 2009, including private outdoor spaces associated with the units, such as balconies, patios and decks, must be designated and maintained as non-smoking. Non-smoking units must be grouped together to the maximum extent practical. The same restrictions must apply to at least 50% of any units constructed before June 1, 2009. Existing multi-unit residential developments have until June 1, 2011 to comply with these provisions.

This is an excellent example of a city using its authority to address a major indoor air quality concern.

Designated non-smoking units are not subject to the ordinance's restrictions as long as the unit is occupied continually by the same resident who occupied the unit on June 1, 2009 and until such time as the resident voluntarily vacates the unit.

Landlords and property managers are required to maintain a list of designated non-smoking units and a site plan identifying the relative position of smoking and non-smoking units.

The site plan shall also identify the location of any designated smoking areas. A copy of this list and site plan must accompany every new rental agreement. Smoking is also generally prohibited in multi-unit residential development outdoor common areas, such as pools, walkways, gardens, and play areas. The ordinance does allow a portion of the outdoor area of such a development to be designated as a smoking area, so long as it is located at least 20 feet from any indoor area where smoking is prohibited and does not include, and is at least 20 feet from, any outdoor area primarily used by children (play and swimming areas, etc.).

Opportunities for the future

Cities and counties are often concerned with whether land use decisions will bring people in contact with air pollutants, with resulting health risks. The California Air Pollution Control Officers Association ("CAPCOA") has prepared Health Risk Assessments for Proposed Land Use Projects Guide, to assist public agencies in determining the effects of airborne toxic emissions related to proposed development projects. The guide considers both the effects of siting new sources of contaminants (highways, goods distribution centers, etc.) near people and other "receptors" and the consequences of proposed new developments bringing receptors to existing sources of toxic emissions. The CAPCOA guide is discussed in detail in Section 3 of this Workbook.

Section 2.8 Health Care

While many aspects of health care are beyond the scope of local land use planning processes, planning can play an important role in some regards. Though not a topic that has received extensive treatment in Sonoma County

general plans, there are some important examples of local planning activity.

Cloverdale's general plan includes a policy to encourage health care providers and health care emergency services within the city (Policy PS 8-1), and follows this up with a number of implementation programs (e.g., "Encourage and support hospital services, health care services, clinics, and assisted living facilities that will provide health care for all Cloverdale residents," Imp. PS 8-1.b.).

The Healdsburg general plan has the goal of maintaining adequate facilities for the health care needs of Healdsburg residents (GOAL PS-G), and includes several policies that promote this goal (e.g., "The City will continue its support of clinics that provide medical care to lower-income residents" (Policy PS-G-2)).

Sonoma County includes a provision to review current zoning regulations for group homes, transitional housing, and the full range of licensed healthcare programs and facilities in order to determine whether or not they can be changed to encourage additional use of residences or construction of new facilities for these purposes (Policy HE-5a).

Sonoma County has a policy to encourage and support the availability of sites for community based health services, including school based health services and facilities (Policy PF-3e).

Sonoma County also encourages and supports the availability of sites for alcohol, drug and mental health treatment, as well as housing for persons receiving such treatment (Policy PF-3f).

Section 2.8: Health Care Healdsburg Medical Services Zoning District, Healdsburg

Healdsburg is a city of approximately 12,000 people, well known for its small town feel. Because of its relatively small population, the community was unlikely to be able to attract the high quality medical service desired by many of its residents. Significant medical capacity exists in the city of Santa Rosa eighteen miles south, but Healdsburg has its own hospital and wished to strengthen its viability and attract a variety of medical specialties. The challenge was to capitalize on the existing hospital facility and build a concentration of medical expertise to serve residents.

The Healdsburg District Hospital is a full service hospital with access to 122 physicians representing 25 specialties. It is designed to serve a population of approximately 65,000 people in Healdsburg as well as nearby Cloverdale, Windsor, and unincorporated areas. Alliance Medical Center was founded in 1971 by community volunteers to address the lack of health care resources available to migrant Hispanic farm workers and their dependents in Healdsburg and surrounding areas. Together, the clinic and the Redevelopment Agency of the City of Healdsburg purchased and financed the construction of a facility adjacent to the Healdsburg District Hospital in 2002/03. This service is particularly important to an area that serves as the center of a major viticulture industry.

The key to Healdsburg's success in attracting important medical services was to concentrate medical services to take advantage of the strength of Healdsburg District Hospital and the Alliance Medical Center. The City's strategy was to locate medical services in one area to encourage synergies of medical practices and referrals. In this way, a full array of medical services could be provided, attracting doctors and facilities beyond that suggested by the population of the city alone.

The City of Healdsburg adopted general plan policies and zoning district provisions that concentrated medical services in the vicinity of the hospital and disallowed most medical offices outside that area. The Medical Office (MO) general plan land use designation is mapped only on property adjacent to the hospital. The corresponding zoning district, Medical and Professional (MP), is also applied only on those properties. MP zoning allows all medical facilities as principally permitted uses. This gives a clear message that these uses are directed to this zone where discretionary approval is limited to design review. All other uses are prohibited so as not to allow conflicts with medical uses. The general plan it is specified that residential uses should not be allowed in the Medical Office designation.

Healdsburg's experience offers lessons that could apply elsewhere. A small community can attract medical services and facilities greater than those dictated by population alone by designating a specific area of town for these activities. To achieve this advantage it is important to adopt clear general plan policies outlining this objective and apply zoning provisions that attract medical offices to the desired location, prohibit uses which might conflict with medical and hospital operations, and not allow medical facilities outside the specified area.

Section 2.8: Health Care Springs Village, Burbank Housing Development Corporation and the County of Sonoma

Springs Village, in Sonoma County's Agua Caliente community, is a residential development by Burbank Housing Development Corporation, a local nonprofit dedicated to increasing the supply of housing in Sonoma County. The development features 80 affordable housing units, 25 of which are set aside for farmworkers and their families, and six of which are accessible to persons with disabilities. Sonoma County's Community Development Commission partnered in the project, providing \$2.1 million, or about ten percent of its financing. Springs Village lies adjacent to the County's Springs Redevelopment Area.

Several aspects of the project's design bear a direct relationship to the health of residents. A multi-use building on the site includes a mobile healthcare program facility. And the site includes an outdoor play area for children. In addition, Springs Village is linked to nearby trails systems.



Photo: Owen Shirwo

*Several aspects
of the project's
design bear a direct
relationship to the
health of residents.*

Notes

Section 3



Section 3: Innovation from Elsewhere

This section of the Workbook provides a series of case studies that showcase the potential for land use planning to address public health concerns. They are drawn from a variety of locales beyond Sonoma County. What they have in common is that each illustrates a local government using its planning process and tools creatively to address one or more of the eight topics that are the focus of this Workbook.

Assessment tools

There is increasing interest in tools that allow communities to measure existing conditions and progress in relation to public health as it relates to land use planning. Among the examples of the trend are:

- The City of Shasta Lake Community Health Assessment related to the City's general plan update
- Marin Countywide Plan public health indicators
- California Air Pollution Control Officers Association Health Risk Assessment Guide

Marin Countywide Plan Public Health Indicators

The Marin Countywide Plan, adopted in 2007, includes within its "Socioeconomic Element" a sub-element focused on public health. In and of itself, this is an important, innovative, step as general plans in California are not required to address this topic, but may choose to do so as an optional topic. But Marin goes beyond that by utilizing a tool often seen in "sustainability" and other public policy ventures, but rarely used in general plans: "indicators."

The Marin plan starts by recognizing the County's role in addressing public health concerns, including chronic disease. "Local

"Local governments and their community partners are in a unique position to improve the public's health..."

governments and their community partners are in a unique position to improve the public's health because of their capacity to establish public policies and educate the community, factors that are critical in influencing the conditions and norms that play a key role in chronic disease and death. For example, land use policies that restrict alcohol and tobacco outlet density have been associated with decreases in underage alcohol and tobacco use and reduced crime, including violence and DUI arrests." As "key trends," the plan identifies poor eating habits and a lack of physical activity as contributors to obesity and other health problems.

Countywide Plan Goal PH-1 identifies this desired end state: "Reduced Rates of Obesity, Eating Disorders, and Chronic Disease Such as Heart Disease and Breast Cancer."

This Goal is to be implemented by several policies, including PH-1.1 -- Promote Nutrition Education and Access to Healthy Foods ("Provide affordable healthy foods, and fresh, locally grown fruits and vegetables in schools and other public places"); and PH-1.2 -- Promote Physical Activity ("Increase opportunities for and interest in safe and pleasant physical activity").

Implementation measures take these policies and make them more concrete. For instance, Implementation Measure PH-1.a is to "Implement Policies That Promote Healthy Eating and Physical Activity" and toward that end provides:

Advocate and support policies that do the following: encourage sound nutrition, physical activity, and education programs in all schools, senior centers, and community-based organizations; work with local vendors and agricultural forums to develop access to and availability of affordable, quality, locally grown foods for schools and the community, especially for individuals with limited income or at risk of disease; promote organizational policies around providing healthy food options at meetings, in vending machines, and food concessions, and providing opportunities to engage in physical activity; support land use policies, zoning, and conditional use permit regulations to control the location and density of food and physical activity choices, including sidewalks, safe routes to schools, parks, gardens, etc., to promote healthier communities; advocate and support policies that restrict the availability, accessibility, placement, and promotion of low-nutrient-dense foods.

Implementation Measure PH-1.b is to “Increase Access to Healthy Foods/Beverages” and promotes this by providing:

Support neighborhood-oriented, specific sources of healthful foods, such as farmers’ markets and local outlets. Support food banks, pantries, and other sources that help provide federal food assistance to low income residents so that all families, seniors, schools, and community-based organizations are able to access, purchase, and increase intake of fresh fruits, vegetables, and other nutritious foods.

But what makes the Marin Countywide Plan especially noteworthy is that it employs “indicators” – a public policy tool that has become popular in a variety of settings, but is rarely found in a general plan. Throughout the Marin plan, at the conclusion of its various sub-elements, the plan poses this question: “How will success be monitored?” In answer to this question, the plan establishes a series of indicators, such as:

- Number of servings of fruits and vegetables consumed daily by children
- Amount of time that children in grade 11 spend engaged in physical activity
- Percent of population overweight and obese by age and gender

The Marin plan does not stop there. Under the principle, “that which gets measured, gets done,” the plan establishes both a “benchmark” – a baseline number that provides data describing conditions at some point prior to adopting the plan – and a “target,” such as:

- Percentage of children eating five or more servings of fruit and vegetables per day increases 10% by 2020
- Amount of time spent in physical activity by children in grade 11 increases by 10% by 2020
- Obesity decreases 10% by 2020

In this way, Marin County has begun to close the loop between broad goals and their accompanying policies, and implementation strategies, with tools that enable the County to measure and evaluate progress, and provide a context in which to consider the need for new or revised plan content.



City of Shasta Lake Community Health Assessment: Applying the Healthy Development Measurement Tool to a General Plan Update

The City of Shasta Lake, in Shasta County, California, adapted and applied the “Healthy Development Measurement Tool,” in order to assess how land use planning decisions could affect a variety of health concerns in the City. The resulting report, a collaboration between the City’s Planning Department and the County Department of Public Health, is being used to inform an update of the City’s general plan.

The City of Shasta Lake is a relatively new city (incorporated in 1993) of about 10,000. The City adopted its first general plan in 1999. It is a rural community, though not far from Redding (a city of about 90,000) and situated on a major highway (Interstate 5).

The City is a member of Healthy Shasta, a countywide group including the three incorporated cities in Shasta County, the Shasta County Department of Public Health and Office of Education, the Redding Rancheria, a variety of non-profits and educational institutions, and others.

In line with the goals of this group, the City undertook a health assessment in order to generate baseline data and provide policy options for a general plan update begun in 2009.

The Healthy Development Measurement Tool HDMT is a guide for decision-makers when considering health in land use planning. The tool, developed by the San Francisco Department of Public Health, uses a set of 114 “indicators” to assess how development projects, plans, and policies are likely to affect health.

As a small, rural community, Shasta Lake modified the HDMT developed by San Francisco, focusing on 44 indicators. The result was a report summarizing and analyzing data from those indicators, grouped into four

categories: chronic disease, injury prevention, mental well-being, and respiratory health.

The report includes a common framework for each of these four categories. Thus, for instance, the discussion of chronic disease includes:

- A discussion of chronic disease and the potential for land use policies to address it
- An inventory of existing conditions (e.g., non-motorized transportation facilities, food outlets, parks and other facilities for physical activities, alcohol outlets)
- A set of indicators related to land use planning and chronic disease, e.g.:
- Gross number of vehicle trips per resident per day
- Proportion of parcels within one-half mile of a public school
- Proportion of parcels within one-half mile of a full service grocery store
- Proportion of parcels within one-quarter mile of a neighborhood park
- Density of alcohol outlets
- Proportion of public schools within one-half mile of a fast food restaurant
- A set of “health promoting mitigations”:
Increase the number of residents that use public transit
- Increase the number of residents who walk or bike to school or work
- Increase the accessibility of fresh fruits and vegetables

- Increase options for recreation opportunities
- Decrease the accessibility of alcohol
- An inventory of existing general plan policies
- Recommendations for general plan goals, objectives, policies, and implementation measures to improve community health

The report identifies and addresses data limitations possibly inherent with work of this type undertaken in smaller communities (e.g., small data sets, need to rely on countywide data in many cases, difficulty identifying comparable cities). Still, as the report points out, its primary purpose is to provide the City with its own baseline data.

As the report states, “creating communities that offer healthy and safe places for people to live, work, and play is a primary strategy in the prevention of childhood obesity, heart disease, stroke, some cancers, asthma and pedestrian and bicycle injuries.” Shasta Lake’s Community Health Assessment is an important example of applying a structured approach to data collection and analysis to inform a community’s land use and health policy-making.

Health Risk Assessments for Proposed Land Use Projects Guide, CAPCOA Planning Managers (July 2009)

The California Air Pollution Control Officers Association (CAPCOA) has prepared this document to assist public agencies in complying with the requirements of the California Environmental Quality Act CEQA as it relates to health risks associated with proposed land use projects. (CEQA), one of California’s fundamental environmental laws, requires identifying, assessing, and

avoiding or mitigating if feasible a project’s environmental impacts. “Health risk assessments” are tools to determine the effects of airborne toxic emissions for CEQA purposes. This CAPCOA document describes when and how a health risk assessment should be prepared and how to utilize the results.

Among common sources of these air contaminants are freeways and other roads with high traffic volumes, goods distributions centers, railyards, and gasoline dispensing facilities. Results of exposure to these contaminants may include greater risk of cancer and respiratory disease and other non-cancer health effects.

Health risks from airborne toxics can be the result of siting new sources of such contaminants near people and other “receptors.” They may also be the consequence of bringing receptors to existing sources.

Air pollution regulators have extensive experience evaluating and mitigating toxic emissions from stationary sources that require permits in order to operate (e.g., refineries). What is noteworthy about this document is that it addresses a range of other activities that are common to many cities and counties – considering proposals for a range of land use projects. CAPCOA has provided guidance on how to assess the risks of locating homes, schools, and other land uses close to the various components of transportation systems, along with other sources of airborne toxics, and vice versa.

This document provides guidance to public agencies responsible for assessing the impacts of land use project proposals before them. It outlines recommended procedures to identify the level of risk assessment a project should undergo, how to conduct health risk assessments, and what mitigation measures may be appropriate for various land use projects. It also addresses how to engage the public.

In addition, this document can be a useful tool for community members concerned with the effects of projects on the public's health.

The document can be downloaded at:
http://www.capcoa.org/rokdownloads/HRA/CAPCOA_HRA_LU_Guidelines_8-6-09.pdf

Other Examples from Elsewhere

In addition, communities throughout California and beyond have developed innovative approaches to many of the eight topics that form the focus of this Workbook. Among these are the following:

- The City of Seattle's general plan approach to community gardens
- London's development of "seniors playgrounds"
- "Safe Routes for Seniors" program from New York City

City of Seattle General Plan Approach to Community Gardens

The City of Seattle has addressed community gardens in its general plan. But it hasn't stopped with broadly stated goals or vague policies. Rather, its plan follows up visionary goals with meaningful policies and focused implementation programs. And the City has adopted innovative measures to bring its general plan to life in Seattle's neighborhoods

Seattle's general plan includes as a Goal/Objective, "Protect existing and establish new community gardens and urban farms as important community resources that build social connections; offer recreation, education, and economic development opportunities; and provide open space and a local food source."

It goes on to include these policies and implementation measures:

- Encourage the creation and operation of one community garden of no less than one acre for every 2,500 households.
- Identify neighborhoods that do not meet this standard and prioritize the establishment of new gardens in neighborhoods that are underserved by other open space and healthy eating opportunities.

Seattle doesn't stop there. For example, the City's Department of Neighborhoods "P-Patch Program," in conjunction with the not-for-profit P-Patch Trust, provides community gardens for residents throughout Seattle. The P-Patch Program focuses on community gardening, market gardening, youth gardening, and community food security in Seattle. These programs serve all Seattle residents, with an emphasis on low-income and immigrant populations and youth. The community gardens serve more than 4,000 urban gardeners on 1,900 plots at nearly 70 community gardens. P-Patch community gardeners supply fresh produce to Seattle food banks and feeding programs, donating 12.3 tons in 2008. In addition, P-Patch gardeners provide food for community supported agriculture ("CSA") subscription programs. The P-Patch Program allows organic gardening only and has an eight hour annual volunteer requirement to tend common spaces within the Program's gardens. (www.seattle.gov/neighborhoods/ppatch).

The City has also published an inventory of public lands that may be suitable for community gardening in the Seattle, including vacant parcels, rights of way, public schools, and parks. (www.seattle.gov/neighborhoods/ppatch/pubs/MHORST_GROWINGGREEN.pdf).

By making community gardens available in various neighborhoods around the city, Seattle is promoting access to healthy, locally-produced food, as well as contributing to community character.

London's "Older Persons' Playground"

London is following the lead of cities in Asia and Europe by building a public playground aimed at people over 60. The "Hyde Park Senior Playground" will be a specially designed outdoor playground offering low-impact exercise equipment to help older people improve their balance, flexibility, and muscle tone.

"Every park has a children's playground, very few have playgrounds for adults, and none have playgrounds for the elderly," said a leader from a local residents' association that has secured funding for the playground. "We wanted something that would be of long-term benefit to people, so we came up with this idea for an older person's playground."

It will not, however, be the United Kingdom's first over-60 playground. Apparently, that distinction goes to Manchester's Dam Head Park, which opened in 2008.

The Hyde Park playground will feature equipment from Denmark, where playground design is often viewed as an art form. It is seen as a way to encourage older people to exercise, while providing an opportunity to socialize – two key components of healthy aging.

Those developing the facility say a sign will identify the area as a seniors playground, but that those of any age will be welcome to use it.

As communities look to provide for the health needs of an aging population, this may be an accessible, cost effective approach that belongs in the park planning process.

Section 3: Safe Routes for Seniors Campaign, New York City

Walking for recreation and to meet daily needs can be an important component of healthy living. For seniors, it may have the added benefits of promoting regular social contact and otherwise making "aging in place" an attractive alternative. However, for walking to have this role in the lives of older community members, it must be a safe, comfortable, and otherwise attractive option.

Transportation Alternatives is a New York City-based nonprofit group advocating for walking, bicycling, and public transit within that city. In 2003, they began a campaign to encourage seniors to walk more by improving their pedestrian environment. Among the results of this "Safe Routes for Seniors" campaign has been a set of design recommendations aimed at making streets safe for senior walkers, much of which could apply in a wide range of communities.

This initiative was funded by the New York State Department of Health's Healthy Heart program and addressed the unique needs of elderly pedestrians and the role of street design as it relates to those needs. With information gathered from site visits, interviews, surveys, and workshops with seniors across the city, Transportation Alternatives developed a set of standards that could be adopted to make streets safer for seniors.

Among the design recommendations resulting from this process are these:

- The street should be as flat as possible, with minimal convexity for drainage and a smooth transition from the curb to the street.
- Large streets should have wide median "refuge areas" with benches. Refuges should be as large as possible and contain amenities such as plantings and shelters.

- All bus stops near senior centers should have shelters and benches. Bus stops on excessively wide streets should have bus bulbs.
- Drivers should be prohibited from turning during the first 10 seconds of a traffic signal phase. This time is needed by seniors to leave the curb and begin a safe crossing unobstructed by turning vehicles.
- Drivers should be required to stop 15 feet before a junction. This requires moving the stop bar back away from the crosswalk and placing a tactile surface on the stop bar.
- To further protect elderly pedestrians, where appropriate, crosswalks should be built up or “raised” to line up with the curb. The addition of a raised crosswalk forces drivers to reduce their speed at the intersection.
- On busy commercial streets and bus routes, all curbs should be extended into the crosswalk to create better sightlines for pedestrians and drivers.
- On streets where there is more space than is needed to move traffic, the street should be put on a “road diet” where lanes or parts of lanes are reclaimed for wider sidewalks, planted medians and/or bicycle lanes.

In 2008, the City of New York began its own Safe Streets for Seniors program, modeled on Transportation Alternative’s work. “T.A.” is now working to broaden the City’s efforts to better account for where seniors live, where they go, and some of their needs: traffic calming improvements and amenities such as additional seating, refuges, and bus shelters.

More about Transportation Alternatives and its Safe Routes for Seniors Program can be found at: www.transalt.org/campaigns/pedestrian/safeseniors.

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Section 4



Section 4: Resources

The resources below represent a small sampling of the large and expanding body of work addressing the intersection of land use planning and public health. These resources are categorized by topic (assessing health impacts of new development, access to healthy food, walkable communities, air quality, etc.). Note, however, that many of the resources cross the boundaries of these categories, addressing more than one topic.

General

The Bay Area Regional Health Inequities Initiative (BARHII) is an undertaking by local health departments in the San Francisco Bay Area to confront health inequities. This regional collaboration includes public health directors, health officers, senior managers, and staff from Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano and Sonoma counties, and the City of Berkeley. BARHII's mission is to transform public health practice for the purpose of eliminating health inequities, using a broad spectrum of approaches to create healthy communities. Among the resources BARHII offers is its "Healthy Planning Guide," which is intended to help public health and planning departments collaborate on strategies to promote healthier communities. This guide links health risks to aspects of the built environment, outlining ways to help ensure that neighborhoods are designed to support health equity and community well-being. www.barhii.org

The Public Health Law and Policy's "Healthy Planning" project offers a wide array of tools for promoting healthy communities, including planning for enhanced walkability and other physical activity, improving access to healthy food, etc. Among those tools are technical assistance, training, podcasts, a quarterly newsletter, and a variety of publications. www.phlpnet.org/healthy-planning

The Local Government Commission (LGC)

is a nonprofit, nonpartisan, membership organization that provides technical assistance and networking opportunities to local elected officials and other community leaders working to create healthy, walkable, and resource-efficient communities. Among LGC's activities is its "Healthy Communities" program, focused on the role local governments can have related to active living and healthy eating. www.lgc.org/healthycommunities

The Centers for Disease Control and Prevention (see listing under Senior Health).

Active Living By Design is part of the North Carolina Institute for Public Health at the University of North Carolina Gillings School of Global Public Health. Established by the Robert Wood Johnson Foundation, its goal is to create community-led change by working with local and national partners to build a culture of active living and healthy eating, stressing making routine physical activity and healthy eating accessible, easy, and affordable to everyone. Its website includes a variety of resources including strategies to impact built environments (e.g., trails, pedestrian improvements at intersections, healthy local markets, community gardens). www.activelivingbydesign.org

Human Impact Partners offers a database of resources on the evidence of linkages between land use and transportation planning and health, including studies published in peer-reviewed health-related journals and by researchers at advocacy organizations. The database represents the breadth of scientific data available about the built environment and health. www.humanimpact.org/EvidenceBase/com.psychrod.eb.EvidenceBase/EvidenceBase.html

Assessing Health Impacts of New Development

“Humboldt County General Plan Update Health Impact Assessment: A Case Study,” E. Celia Harris, Ann Lindsay, Jonathan C. Heller, Kim Gilhuly, Melanie Williams, Brian Cox, and Jennifer Rice, *Environmental Justice*, Vol. 2, Number 3 (2009)) describes the application of Health Impact Assessment to updating a rural county’s general plan. As part of a general plan update, Humboldt County, California considered three development strategies to accommodate future population growth. An “HIA” process successfully identified and analyzed potential health outcomes associated with each scenario. Although the general plan update was not complete at the time this article was written, the HIA had already accomplished one of its initial goals: building awareness of health impacts related to planning decisions among county agencies, project proponents, participating community members, and the general public. An additional outcome of the HIA process was the development of a “Rural Healthy Development Measurement Tool,” a method for considering health in rural development decisions.

Access to Open Space and Outdoor Recreation

The Local Government Commission. See listing under “General.” The Public Health Law & Policy Healthy Planning project (listed also under “General,” “Walkable Communities,” and “Access to Healthy Food”) has published a resource, “Opening School Grounds to the Community After Hours: A Toolkit for Increasing Physical Activity Through Joint Use Agreements.” The toolkit addresses issues such as security, maintenance, liability, and cost sharing, helping communities and school districts to develop agreements for the joint use of sports fields, playgrounds, running tracks, etc. http://www.phlpnet.org/healthy-planning/products/joint_use_toolkit

Access to Healthy Food

MarketMakeovers.org is a website focused on healthy corner stores. It uses a multi-media approach to healthy corner store advocacy. Through innovative youth-generated videos, such as *Where Do I Get My Five?* and downloadable, user-friendly “How-To’s,” Market Makeovers is a user-friendly online toolkit about the process of transforming small corner stores to carry healthier food choices. The site is designed for public health practitioners and advocates, community activists, advocates, educators, and policymakers who want to take action to address urban “food deserts.” Among recommended strategies are *Healthy Corner Stores - What Works?* and *Can Market Makeovers be Healthy and Sustainable?* www.marketmakeovers.org

The Farmers Market Coalition serves a rapidly growing movement with information and representation at state and federal levels. They help build networks, link peers, and connect farmers markets with tools and resources. <http://farmersmarketcoalition.org/>

Healthy Community Design Legislation Database is a searchable database of state legislation on farmers’ markets, nutrition, agriculture, and other topics. www.ncsl.org/programs/enviro/healthycommunity_bills.cfm

Strategic Alliance ENACT Local Policy Database is an online resource of local policies that can improve opportunities for healthy eating and physical activity. www.preventioninstitute.org/sa/policies/index.php

Project for Public Spaces focuses on creating and sustaining public places that build communities. It includes extensive information on farmers' markets and public markets. www.pps.org

The City of Seattle has an extensive program related to community gardens and other aspects of urban agriculture, including partnership with the City's Housing Authority and a non-profit trust. www.seattle.gov/neighborhoods/ppatch/

The Journal of Hunger & Environmental Nutrition looks at the relationship between the environment, food, nutrition, and health. It focuses on food access, food security, food production, agriculture, and their interconnectedness to nutrition and health. The journal provides current research on public policy, legislation, and regulation related to sustainable ecosystems and the link with maintaining optimal nutrition and public health. www.informaworld.com/smpp/title~db=all~content=g917718511~tab=summary

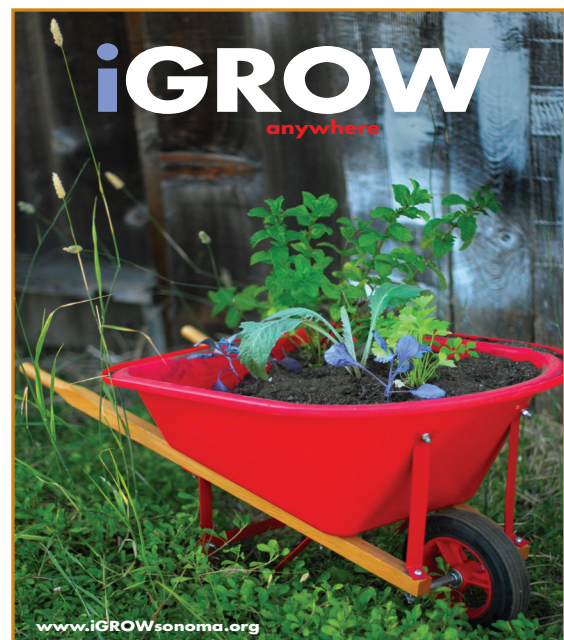
iGROW Sonoma is a countywide initiative to connect people with resources to grow their own food – in their own yards or planters, with neighbors, or in a community garden. iGROW collaborates with community partners to provide information, tools, and resources to support individuals and families in growing food and connecting with local sources of fresh produce in the community. An iGROW website is under construction and will include a directory of community gardens and resources. Additions to this directory can be submitted at: bdadko@sonoma-county.org or 707-565-6681. <http://www.sonomahealthaction.org/resources/pdf/igrowgardens.pdf>

The Robert Wood Johnson Foundation Center to Prevent Childhood Obesity has published "Highlights of Key Local Strategies to Address Childhood Obesity," which identifies leading policies from the Institute of

Medicine, Centers for Disease Control and Prevention, and Leadership for Healthy Communities to help enable children to achieve a healthy lifestyle and enable communities to reverse the obesity epidemic. http://www.reversechildhoodobesity.org/webfm_send/115

The National Policy and Legal Analysis Network (NPLAN) has published a model obesity prevention resolution and a fact sheet that explains the value of putting such a resolution in place. The model resolution is designed to help communities implement policies that address the obesity epidemic by improving physical activity environments and healthy food access, and addressing health disparities. It also recommends how to promote obesity prevention policies in schools, parks and recreation, community and day care centers, the food and beverage industry, hospitals, and the workplace. <http://nplanonline.org/>

California Project LEAN (Leaders Encouraging Activity and Nutrition). See listing under Youth Health.



Walkable Communities

America Walks is a nonprofit organization that leads a national coalition of local advocacy groups dedicated to promoting walkable communities. Its mission is to foster the development of community-based pedestrian advocacy groups, educate the public about the benefits of walking, and act as a voice for walking advocates. They offer an online support network for local pedestrian advocacy groups and offer advice about working effectively with public officials and engineering and design professionals. www.americawalks.org

The Pedestrian and Bicycle Information Center (PBIC) is a national clearinghouse for information about health and safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians (including transit users) and bicyclists. PBIC serves those interested in pedestrian and bicycle issues, including planners, engineers, private citizens, advocates, educators, law enforcement, and the health community. www.walkinginfo.org

The National Center for Bicycling & Walking. See listing under Opportunities to Bicycle.

Washington State's "Nutrition and Physical Activity Plan" addresses using land use planning tools to promote walkability and bicycling, as well as food security and the availability of healthy foods, and a range of other topics. www.doh.wa.gov/cfh/nutritionpa/default.htm

Opportunities to Bicycle

The National Center for Bicycling & Walking is the major program of the Bicycle Federation of America, Inc., a national nonprofit with the mission of creating bicycle-friendly and walkable communities. Its aim is to change the way communities are planned, designed, and managed to ensure that people of all

ages and abilities can walk and bike easily, safely and regularly. www.bikewalk.org

The Pedestrian and Bicycle Information Center. See the listing under Walkable Communities.

Senior Health

The Centers for Disease Control and Prevention maintain an extensive web resource, "Designing & Building Healthy Places." It includes categories on healthy aging, children's health, respiratory health, Health Impact Assessment, and more. www.cdc.gov/healthyplaces/default.htm

Youth Health

The National Policy & Legal Analysis Network to Prevent Childhood Obesity (NPLAN) provides resources related to childhood obesity prevention, including model policies, fact sheets, toolkits, training, and technical assistance addressing legal issues related to food access (such as creating healthy food zones around schools) and other topics related to obesity among young people. www.nplanonline.org

California Project LEAN (Leaders Encouraging Activity and Nutrition) has partnered with the California School Boards Association (CSBA) to address a variety of health topics related to young people, including policy briefs on "Safe Routes to School" and "Joint Use of Facilities." They can be found under "Physical Education/Physical Activity" at www.csba.org/pab.aspx

Active Living Research is a national program of the Robert Wood Johnson Foundation. It contributes to the prevention of childhood obesity in low-income and high-risk racial/ethnic communities by supporting research to examine how environments and policies influence active living for children and their families. www.activelivingresearch.org.

The California Department of Health Services offers a variety of resources, some in Spanish, related to “Safe Routes to Schools.” www.dhs.ca.gov/routes2school

The National Center for Safe Routes to School is an extensive online resource, providing information on programs, funding, resources, etc. www.saferoutesinfo.org

The Cities, Counties and Schools Partnership is a joint effort of the League of California Cities, the California State Association of Counties, and the California School Boards Association. Among the Partnership’s primary efforts is promoting collaboration aimed at improving the health of children. www.ccspartnership.org

The Robert Wood Johnson Foundation Center to Prevent Childhood Obesity has published, “Highlights of Key Local Strategies to Address Childhood Obesity,” which identifies leading policies from the Institute of Medicine, Centers for Disease Control and Prevention, and Leadership for Healthy Communities to change the local landscape to enable children to achieve a healthy lifestyle and communities to address childhood obesity. http://www.reversechildhoodobesity.org/webfm_send/115

Air Quality

The California Air Resources Board has published, Air Quality and Land Use

Handbook: a Community Health Perspective,” CARB, April 2005. www.arb.ca.gov/ch/handbook.pdf

The U.S. Green Building Council is a non-profit that has developed the “LEED” (Leadership in Energy and Environmental Design) certification program for green building at a range of scales, including LEED for “Neighborhood Design.” Among the considerations in LEED certification is indoor air quality. www.usgbc.org

Build It GREEN is a non-profit organization whose mission is to promote healthy, energy- and resource-efficient building practices in California. Its “GreenPoint” rating system addresses indoor air quality along with a range of other topics. www.builditgreen.org

The American Lung Association in California coordinates the Health Network for Clean Air, a statewide coalition of medical and health groups who work together on a regional and statewide level to advance public policy to improve air quality and prevent climate change. www.lungusa.org

The American Lung Association’s annual State of the Air is a report card on air pollution in communities across the United States. The report provides grades for ozone and particle pollution by county and ways to protect your health and reduce air pollution. www.stateoftheair.org

Bay Area Regional Health Inequities Initiative (BARHII) collaborates with Bay Area public health departments to assist them in their work to eliminate health inequities. BARHII provides resources to help strengthen connections and efforts between public health and land use and transportation planning organizations. WWW.barhii.org

Notes

Appendix



General Plan Policies In Sonoma County That Address Public Health

This appendix to the Workbook identifies what has been done through general plans in Sonoma County across eight key areas where land use planning and public health intersect. They are:

- Access to open space and outdoor recreation
- Access to healthy food
- Walkable communities
- Opportunities for bicycling
- Senior health
- Youth health
- Air quality
- Health care

Access to Open Space and Outdoor Recreation

Sonoma County has a longstanding, nationally recognized program for protecting open space and for promoting outdoor recreation, as well as a continuing commitment in this area. The relationship between such resources and a range of health benefits is clear.

Sub-categories of this topic used below are: Access to Waterways, Parks, Joint Use With Other Public Facilities, Standards, Coordination, Recreation Network, and Funding.

Waterways as a recreational resource

Cloverdale – Provide public, open space, and habitat uses along the Russian River (Ch. 6 Goal CDO 5)

Healdsburg – Maximized public use of the city’s river frontage (Goal LU-G)

Healdsburg – Require public access easements along key waterways (Policy PS-31)

Petaluma – Bike and pedestrian access to and along the riverfront and Downtown (Policy 2-P-43, Policy 2-P-59, Policy 2-P-92, Policy 2-P-12, Policy 2-P-38)

Rohnert Park – Use creek protection zones for permanent public open space and compatible purposes including habitat conservation, bike and walking paths, wildlife habitat, and native plant landscaping (Policy OS-7)

Santa Rosa – Construct trail corridors and other recreational opportunities along local waterways (Goal OSC-F)

Sonoma County – Consider requiring dedication of public access by fee or easement from a public roadway to a navigable stream, the ocean, public lakes, and major reservoirs as a condition of approval for major subdivisions if the project blocks an existing public access point or it results in the need for additional access, and other reasonable access is not available (Policy OSRC-17c)

Windsor – The Town should encourage public access to stretches of publicly owned creeks, where consistent with sound resource management practices; such access should include walking and biking trails wherever possible (Ch. 6 Policy C.2.3)

Windsor – Along creekside, wetlands, and vernal pools, the Town should encourage controlled public access to educate the public regarding the area’s natural resources and ecological processes (Ch. 6 Policy D.2.1)

Windsor – The Town should monitor and comment on a Kaiser Sand and Gravel proposal to reclaim its mining area as a water recreation facility, since there are no public access points to the Russian River in the Windsor Planning Area and this proposal would both provide access as well as create a new regional recreational facility (Ch. 6 Policy F.1.2)

Park type and location

Healdsburg – Provide parks within walking distance of residential areas (Policy PS-H-1) (Healdsburg has many other park related policies)

Petaluma – Develop new parks and park facilities (Policy 2-P-13, Policy 2-P-40, Policy 6-P-1)

Rohnert Park – Acquire and develop new parks in the approximate locations and sizes shown on Figure 5.2-1 and Table 5.2-2 (Policy OS-12)

Rohnert Park – Develop the 50-acre area north of Crane Creek west of Petaluma Hill Road as community recreation fields (Policy OS-13)

Santa Rosa – Provide recreational facilities and services needed by various segments of the population - including specific age groups, persons with special physical requirements, and groups interested in particular activities - and making these facilities and services easily accessible and affordable to all users (Policy PSF-A-1)

Santa Rosa – Require the provision of private play space and/or recreation centers for children, families, and older adults in small lot subdivisions, multifamily developments, and gated communities, on each lot or in common open space areas as part of the development project (Policy PSF-A-15)

Santa Rosa – Developed areas of the city (e.g., Southwest Santa Rosa) should be given a higher priority for new park development, and underserved neighborhoods should be given priority during redevelopment and renovation of the park system; priority for park development should also be given to areas of greatest density, areas that allow for safe and easy access and visibility, and locations that minimize impacts to sensitive environmental resources (Policy PSF-A-5)

Joint use with other public facilities

Cotati -- Pursue, where feasible, the shared use of school facilities (Policy 4.1.2)

Healdsburg – Joint use of school facilities for park development (Policy PS-H-3)

Petaluma – Public access to fairgrounds for recreation (Policy 2-P-83, 6-P-11)

Petaluma – Joint use of school properties as neighborhood parks and recreation program sites (Policy 6-P-9, 10)

Rohnert Park – Continue cooperating with the Cotati-Rohnert Park School District to develop parks near schools as joint use facilities and coordinate maintenance and management of park/school sites (Policy OS-14)

Santa Rosa – Acquire park sites adjacent to existing and proposed schools, where possible, and develop these sites as joint use facilities; develop joint use agreements to ensure public access and provide for sustainable resources to maintain parks (Policy PSF-A-7)

Level of service standards for parks and open space

Cloverdale – 5 acres of parks per 1000 residents (Ch. 5 Policy PR 1-2)

Healdsburg – 5 acres parkland per 1,000 residents (Policy PS-H-4)

Petaluma – Park standard (5acres/1000 residents) and open space/urban separator standard (10acres/1000 residents) (Policy 6-P-6)

Santa Rosa – Acquire and develop new park facilities to achieve a citywide standard of 6 acres of parkland per thousand residents: 3.5 acres of city park land; 1.4 acres of publicly accessible school recreational park land (defined as parkland that is open to the public during standard park hours when school is not in session); 1.1 acres of public serving open space (Policy PSF-A-2)

Sebastopol – The standard for parks is five acres of parkland for each 1,000 residents (Growth and Infrastructure Management, Program 1.3)

Coordination between public agencies and with others

Cloverdale – Coordinate with Sonoma County Parks Department and SCAPOSD on regional parks and open space (Ch. 5 Imp. PR 1-7.a)

Cloverdale – Collaborate with County and School District on recreational facilities (Ch. 5 Policy PR 1-7)

Healdsburg – Cooperate with SCAPOSD, Sonoma County Land Trust, etc., in public access open space acquisition (Policy PS-H-7)

Santa Rosa – Coordinate with the Sonoma County Parks Department regarding potential linkages to the rural countryside (Policy LUL-S-4)

Santa Rosa – Cooperate with various public and private entities to create new public access trails to parks, open spaces, and drainage ways within the city, as well as to trail systems outside the UGB (Policy OSC-A-1)

Santa Rosa – Coordinate with public and private entities to link open spaces with a network of paths and trails, including Sonoma County Water Agency access roads and the Bay Area Ridge Trail (Policy OSC-A-8)

Santa Rosa – Cooperate with various public and private entities to create new public access trails along creeks to parks and open spaces within UGB, as well as connections to regional trail systems (Policy OSC-F-2)

Sebastopol – Work with other jurisdictions and regional and state agencies in developing open space programs (Open Space and Conservation, Goal 1)

Sonoma County – Encourage private organizations to assist in the construction and maintenance of trails (Policy OSRC-17e)

Establishing a recreation network

Healdsburg – Pedestrian/hiking system to link parks and open space (Policy PS-I-1)

Healdsburg – Provide community access to Fitch Mountain, waterways, etc. (Policy PS-32)

Petaluma – Connect park system with the city’s pedestrian, bicycle, and transit systems (Policy 6-P-3)

Petaluma – Locate recreation uses in urban separator and create accessibility through adjoining City areas (Policy 6-P-12)

Rohnert Park – Prepare a Parks, Recreation, and Open Space (PROS) Master Plan as the implementing tool for General Plan park and recreation policies and proposals; ensure that the Plan includes phasing and priority acquisitions (Policy OS-10)

Santa Rosa – Provide an open space network that is linked by pedestrian and bicycle paths, and that preserves and enhances Santa Rosa’s significant visual and natural resources (Policy UD-E-2)

Santa Rosa – Restore Santa Rosa Creek as a linear park throughout the city for pedestrians and cyclists (Policy UD-E-3)

Funding

Petaluma – Development that occurs adjacent to designated trails and pathway corridors shall be required to install and maintain the publicly owned and accessible trail, in perpetuity (Policy 6-P-18)

Rohnert Park – Require that new development maintain parkways, creeksides, and open spaces that are part of the development or are required to support it, and consider establishing multi-purpose assessment districts or other financing mechanism in order to assign the cost of infrastructure improvements equitably to benefiting sites (Policy GM -13)

Rohnert Park – Require new development to dedicate land to the City in the appropriate amount and location for parks and recreational space, in accordance with the General Plan Diagram, the Specific Plan for the area, and the City’s park dedication requirements (Policy GM-14)

Rohnert Park – As part of the update of the Subdivision Regulations, establish parkland

dedication or in lieu fee at a standard of five acres of community and neighborhood parks per 1,000 new residents; require development in high-intensity employment-generating areas—such as the University District—to provide additional parkland for employees at 1 acre per 250,000 square feet of non-residential development (Policy OS-11)

Sonoma County – Consider requiring a dedication in fee or by easement for trails as a condition of approval of subdivisions (Policy OSRC-17f)

Access to Healthy Food

One of the most visible public policy discussions to emerge in recent years has to do with the nature of our food supply, access to it, implications of it, etc. This is reflected to some degree in various general plan provisions in Sonoma County. At the same time, it is a subject of great interest and substantial activity in the County beyond local planning efforts.

Among the topics that have been addressed nationally are community gardens, farmers markets, the availability of healthy foods throughout the community, the availability of locally-produced food, etc.

Supporting local agriculture

Healdsburg – Support sustainability of local agriculture (Policy NR-D-4)

Sonoma County – Provide that facilities generating or handling significant amounts of hazardous material will not be permitted on agricultural lands, recognizing that marketing agricultural products depends on a public perception of an environment that is not exposed to hazardous materials (Policy AR-1d)

Sonoma County – Generally, do not extend urban services to land designated in agricultural land use categories (Policy AR-2a)

Sonoma County – Use voluntary purchase or transfer of development rights programs to limit intrusion of residential development into agricultural lands (Policy AR-2d)

Sonoma County – Apply the provisions of the County’s “Right to Farm” ordinance to all lands designated within agricultural land use categories (Policy AR-4d)

Sonoma County – Generally, permit storage, bottling, canning, and packaging facilities for agricultural products either grown or processed on site (Policy AR-5c)

Sonoma County – Allow visitor serving uses in agricultural categories that promote agricultural production in the County (e.g., tasting rooms, sales and promotion of products grown or processed in the County, educational activities and tours, and promotional events that support local agricultural production (Policy AR-6a)

Sonoma County – Allow farm homestays in agricultural areas (Policy AR-6h)

Sonoma County – Permit permanent employee housing in addition to permitted density according to the needs of a particular sector of the agricultural industry (Policy AR-7a)

Windsor – Encourage existing cultivated areas in the county to remain in agricultural production (Ch. 6 Policy B.1)

Farmers markets

Healdsburg – Support continuation of local farmers market (NR-D-3)

Location and quality of retail food outlets

Santa Rosa – Attract a grocery store to the downtown area (Policy LUL-C-6)

Community gardens

Santa Rosa – Community gardens are encouraged within city parks and on city-owned property. As part of the master plan process for new parks, the city shall consider implementing new community gardens based on input from residents (Policy PSF-A-11)

Sonoma County – Where feasible and appropriate, encourage food production and recommend curricula related to food production issues as part of the County’s review of permits for institutional land uses such as day care centers, private schools, places of religious worship, etc. (Policy LU-6f)

Sonoma County – Where appropriate, encourage and support the use of public lands for community gardens and expanding agricultural opportunities (Policy LU-6g)

Walkable Communities

Communities that promote walking for recreation and everyday tasks have obvious benefits to public health. General plans in Sonoma County include extensive provisions that enhance the walkability of their communities. These provisions fall into several sub-categories: Land Use, Urban Design/Amenities, Pedestrian Network, and Funding. Note, also, that many of the provisions here also relate to bicycle use. While most, if not all, Sonoma County jurisdictions include some kind of goal to “promote walking and bike use” (e.g., Cloverdale, General Plan Goal CE 3), there is substantial variation in the degree to which these goals are pursued, and in the substantive policies and programs that do so.

Land use strategies to encourage walking

These provisions address land use patterns that support pedestrian activity.

Cotati – The area along both sides of Old Redwood Highway, north of La Plaza and south of the Highway 101 northbound on-ramp, shall be developed in an integrated manner assuring a

vibrant, mixed use and pedestrian-oriented extension of the downtown (Policy 1.4.14)

Cotati – The area bordering East Cotati Ave. shall be a mix of low-medium density and medium density residential, commercial, and professional service land uses (Policy 1.4.6)

Cloverdale – Encourage mixed use downtown (Imp. LU 2-2.a)

Petaluma – Develop and maintain neighborhood centers (Policy 1-P-10)

Petaluma – Cluster business parks and increase pedestrian linkages to commercial and restaurants (Policy 2-P-91)

Rohnert Park – Require sites designated as Mixed Use — University District, City Center, Southwest Shopping Center, and near Bodway Parkway/Valley House Road — to be developed with a variety of residential and non-residential uses (Policy LU-2)

Rohnert Park – Locate new Medium and High Density Residential development adjacent to parks, creekways or other open space, in order to maximize residents’ access to recreational uses, or adjacent to a Mixed Use or Neighborhood Commercial Center, to maximize access to services (Policy LU-6)

Rohnert Park – Encourage new neighborhood commercial facilities and supermarkets to be located to maximize accessibility to all residential areas; the intent is to ensure that convenience shopping facilities such as supermarkets and drugstores are located close to where people live and facilitate access to these on foot or bicycles (Policy LU-7)

Santa Rosa – Promote livable neighborhoods to ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents (Goal LUL-E)

Santa Rosa – Urban design should allow for easy access to vital locations within the city, including pedestrians and bicyclists (Policy LUL-E-2)

Santa Rosa – In designing South Santa Rosa Avenue, ensure that it is hospitable to pedestrians and bicyclists (Goal LUL-I)

Santa Rosa – Improve pedestrian, bicycle, and bus transit connections from surrounding areas to the downtown SMART station site, as well as between neighborhoods surrounding the SMART station site (Policy LUL-L-2)

Santa Rosa – Ensure new development and streetscape projects provide pedestrian and bicycle circulation improvements (Goal LUL-M)

Santa Rosa – Coordinate with SMART to implement the regional pedestrian/bicycle trail along the rail right-of-way (Policy LUL-M-1)

Santa Rosa – Give priority to pedestrian and bicycle improvements in the Railroad Square and Railroad Corridor Sub-Area to promote use of these travel modes by those living or working in closest proximity to the station site (Policy LUL-M-3)

Santa Rosa – Use techniques such as special lighting, public art, and widened sidewalks to make the Sixth Street highway underpass area more attractive and comfortable for the pedestrian to use (Policy LUL-P-4)

Santa Rosa – Provide for pedestrian walkways on all major roads and in all highway over-crossing designs (Policy LUL-S-2)

Santa Rosa – Link pedestrian and bicycle paths to community destinations (parks, etc.), the surrounding rural countryside trail system, and the downtown area (Policy LUL-S-3)

Santa Rosa – Encourage pedestrian activity at the community shopping center and neighborhood center and establish the neighborhood center as a visual focal point and center of social activity for local residents (Goal LUL-W)

Santa Rosa – Widen sidewalks as specified in the Sebastopol Road Urban Vision and Corridor Plan to ensure a safe, pleasant pedestrian environment (Policy LUL-Y-1)

City of Sonoma – Encourage mixed use development that includes small-scale, local-serving commercial uses (Policy 1.2)

City of Sonoma – Encourage a residential and pedestrian presence in commercial centers through mixed use and multifamily development and to promote ground-floor retail uses in commercial areas as a means of generating pedestrian activity (Policies 1.9 and 1.10)

Windsor – Higher density housing near transit, commercial services, schools (Ch. 5 Policy A.1.11)

Windsor – Mixed use for new residential development (Ch. 6 Policy G.2.3)

Urban design features to promote convenience, safety, etc.

These provisions address more fine-grained community features to promote walkability.

Cotati – Develop a safe and efficient system of bicycle and pedestrian routes that connect neighborhoods with commercial centers, transit facilities, parks, Thomas Page School, the City of Rohnert Park, and the County of Sonoma (OBJ 2.2)

Cotati – Situate off-street parking to emphasize a pedestrian orientation; complement street frontages with street furniture and landscaping (Policy 15.1.1)

Cotati – Design future commercial and industrial development with a pedestrian orientation (Policy 15.2.5)

Cloverdale – Provide trees and other shade sources along pedestrian routes (Policy CE 3-3)

Cloverdale – Pedestrian-oriented retail on ground floor downtown (Policy CDO 3-2)

Healdsburg – Ground floor visual interest for pedestrians (Policy LU-D-4)

Healdsburg – Continue to implement Downtown Streetscape Plan (Policy LU-13)

Healdsburg – Enhance the Plaza with landscaping, seating, etc. (Policy ED-13)

Healdsburg – Traffic calming for pedestrians/bicyclists (Policy T-B-4)

Petaluma – Improve streetscapes with landscaping and pedestrian amenities (Policy 2-P-99, Policy 5-P-22, 23, 24, 25)

Petaluma – Narrow streets to make room for wider sidewalks and landscape (Policy 2-P-101, Policy 5-P-7)

Rohnert Park – In updating the City’s zoning regulations or applicable specific plans, adopt standards to foster pedestrian orientation of new development in Mixed-Use and Neighborhood Commercial areas (Policy CD-19)

Rohnert Park – Where cul de sacs are used, integrate pedestrian and bicycle connections through the end to the adjacent area; promote closer spacing between the intersections of local streets to strengthen pedestrian connections (Policy CD-24)

Rohnert Park – Design local streets to not only accommodate traffic, but also to serve as comfortable pedestrian environments (e.g., street tree planting, minimum curb cuts along streets, sidewalks on both sides of streets, where feasible) (Policy CD-26)

Rohnert Park – Circulation plan for University District to address bike and pedestrian concerns (Policy CD -33)

Rohnert Park – Ensure that the Specific Plan and/or the City Zoning Ordinance reinforce the University District’s pedestrian-oriented character (Policy CD-37)

Rohnert Park – Require all development within commercial districts to provide pedestrian amenities, including pedestrian walkways through parking lots to connect buildings on opposite sides of parking areas; sidewalks wide enough to accommodate pedestrian use; sidewalk intersection bulbs to reduce the walking distance across streets; pedestrian lighting, benches, street trees, and other sidewalk amenities; and landscaping that complements pedestrian circulation and eliminates barriers to pedestrian access (Policy CD-55)

Rohnert Park – Establish pedestrian-friendly amenities along streets that run through or adjacent to areas designated for Mixed Use, High Density Residential, Public, or Parks (Policy TR-38)

Santa Rosa – Promote street life in the downtown through attractive building design with street level activity and façade windows, public art, trees, fountains, and other landscaping elements that are pedestrian friendly (Policy UD-B-5)

Santa Rosa – Orient buildings along Santa Rosa Creek within downtown toward the creek to enhance pedestrian and bicycle activity (Policy UD-B-8)

Santa Rosa – Seek opportunities to develop small public spaces throughout downtown that will provide for the comfort of pedestrians, enhance street life, and provide protection from sun and rain (Policy UD-B-9)

Santa Rosa – Provide continuous sidewalks and bicycle lanes on both sides of major regional/arterial streets (Policy UC-D-4)

Santa Rosa – Enhance pedestrian activity and safety by designing streets, buildings, pathways, and trails to provide a visual connection with public spaces such as parks and Santa Rosa Creek (Policy UD-E-4)

Santa Rosa – Provide through-connections for pedestrians and bicyclists in new developments; avoid cul-de-sac streets, unless public pedestrian/bikeways interconnect them (Policy UD-G-4)

Santa Rosa – Orient building plans and pedestrian facilities to allow for easy pedestrian access from street sidewalks, transit stops, and other pedestrian facilities, in addition to access from parking lots (Policy T-K-3)

Santa Rosa – Require construction of attractive pedestrian walkways and areas in new residential, commercial, office, and industrial developments (Policy T-K-4)

Pedestrian Network

These provisions are concerned with establishing a network of walkways within and connecting communities.

Cloverdale – Provide pedestrian access from residences to parks (Imp. LU 1-6.b)

Cloverdale – Design, construct, upgrade, maintain trails system (Imp. CE 1-1.a)

Cloverdale – Implement programs for bicycle and pedestrian trails in the Parks and Recreation Element (Imp. CE 3-1.a)

Cloverdale – Integrate bicycle and pedestrian routes with transit stops (Imp. CE 3-1.c)

Cloverdale – Identify major pedestrian routes and, where they adjoin streets, prepare roadway sections that encourage pedestrian use (Imp. CE 3-2.b)

Cloverdale – Repair or install sidewalks or pedestrian ways on all streets in conjunction with public works and private development projects (Imp. CE 3-2.c)

Cloverdale – Design street systems in residential neighborhoods to encourage bicycling and walking (Policy CE 1-3)

Cloverdale – Pedestrian and bike paths (Policy CE 3-1)

Cloverdale – Integrate sidewalks and trails network in Recreation and Open Space Element (Policy CE 3-2)

Cloverdale – Investigate City purchase of property or easements to fill gaps in the trails system (Imp. PR 1-5.b)

Cloverdale – Provide continuous trails along the river on top of levees (see Parks and Recreation

Element) (Imp. CDO 5-1.b)

Healdsburg – Use opportunities to improve pedestrian interconnection between uses, including development (Policy T-12c)

Healdsburg – Maintain pedestrian/bicycle systems (Policy T-14)

Petaluma – Pedestrian access to the River (Policy 2-P-12, Policy 2-P-38)

Petaluma – Enhance pedestrian connectivity and safety (Policy 2-P-24, Policy 2-P-113)

Petaluma – Recognize the health benefit of a ‘walkable’ community with neighborhood access to parks and trails (Policy 7-P-42)

Petaluma – Allow bicycles and pedestrians access to all existing and new emergency access routes (Policy 5-P-28)

Santa Rosa – Link the various citywide pedestrian paths, including street sidewalks, downtown walkways, pedestrian areas in shopping centers and work complexes, park pathways, and other creekside and open space pathways (Policy T-K-1)

Santa Rosa – Develop a safe, convenient, and continuous network of pedestrian sidewalks and pathways that link neighborhoods with schools, parks, shopping areas, and employment centers (Goal T-K)

Santa Rosa – Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city (Policy T-K-5)

Sebastopol – Provide a continuous system of sidewalks throughout the City (Bicycle and Pedestrian Trails, Goal 8)

Sebastopol – Develop a series of continuous pedestrian paths or walkways within Downtown and residential neighborhoods (Bicycle and Pedestrian Trails, Goal 8)

City of Sonoma – Link neighborhoods and recreational, cultural, educational, civic, and commercial destinations with bicycle and pedestrian facilities (Policy 4.3)

Funding

These policies address funding pedestrian facilities.

Cloverdale – Provide hillside open areas and trails per Exhibit 5.1 as part of development approvals (Ch. 5 Policy PR 1-4)

Cloverdale – Pursue pedestrian and bike trails in project approvals (Ch. 5 Policy PR 1-5)

Healdsburg – Require new development to dedicate land/construct/install bicycle and pedestrian facilities (Policy T-12)

City of Sonoma – Require pedestrian and bicycle access and amenities in all development (Policy 4.4)

City of Sonoma – Create and fund a pedestrian improvement category in the five-year Capital Improvement Program as a mechanism for identifying, budgeting, and implementing specific pedestrian improvements, including constructing pathways and repairing and completing sidewalks (Implementation Measure 1.2.1)

Opportunities for Bicycling

These provisions fall into several sub-categories: Bicycle Network, Urban Design/Amenities, Coordination, and Funding.

There is often substantial overlap with policies related to walkable communities.

As with Walkable Communities, it is common for jurisdictions to include some kind of goal relating to “safe and convenient bicycle routes” (e.g., Healdsburg General Plan, Goal T-D). And, here again, there is substantial variation in the degree to which these goals are pursued, and in the substantive policies and programs that do so.

Bicycle Networks

These policies address establishing and maintaining a citywide bicycle network.

Healdsburg – Develop citywide bikeway system (Policy T-D-3)

Healdsburg – Maintain pedestrian/bicycle systems (Policy T-14)

Healdsburg – Establish safe, convenient bike and pedestrian network between residential and other uses (Policy T-D-1)

Healdsburg – Bike lanes along arterial & collector streets, major access routes to schools, parks (Policy T-D-4)

Healdsburg – Establish bike routes through downtown (Policy T-12a)

Healdsburg – Maintain pedestrian/bicycle systems (Policy T-14)

Petaluma – Enhance bicycle circulation and safety through bike lanes, etc. (Policy 2-P-25) (Policy 2-P-86, 88, 110, 111; Policy 5-P-15, 16, 18, 19, 20, 21; Policy 7-P-15)

Petaluma – Allow bicycles and pedestrians access to all existing and new emergency access routes (Policy 5-P-28)

Rohnert Park – Update the Bicycle Master Plan to incorporate Class I bikeways shown in Figure 4.4- 1; develop locations and alignments for Class II and III bikeways (Policy TR-39)

Rohnert Park – Implement comprehensive design standards for bikeways as part of the Bicycle

Master Plan and ensure that adequate lighting, signage, and other amenities are provided (Policy TR-40)

Rohnert Park – Ensure that bikeways are continuous and interconnected, and that access points into bikeways minimize conflicts with pedestrian and traffic circulation (Policy TR-41)

Rohnert Park – Integrate citywide plans for bicycle and pedestrian paths with park plans (OS-15)

Rohnert Park – Expand the city's network of bike and pedestrian paths in areas of new development (Policy OS-16)

Santa Rosa – Provide bikeways along scenic roads, where right-of-way exists, or where its acquisition will not jeopardize roadway character (Policy T-G-7)

Santa Rosa – Pursue implementation of walking and bicycling facilities as envisioned in the City's Bicycle and Pedestrian Master Plan (Policy T-J-1)

Santa Rosa – Allow the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely done, in order to maximize the use of public right-of-way (Policy T-K-2)

Santa Rosa – Provide bicycle lanes along all regional/arterial streets and high volume transitional/collector streets (Policy T-L-1)

Santa Rosa – Provide bicycle lanes on major access routes to all schools and parks (Policy T-L-2)

Santa Rosa – Consider bicycle operating characteristics and safety needs in the design for roadways, intersections, and traffic control systems (Policy T-L-5)

Santa Rosa – Maintain and update, as appropriate, the city's Bicycle and Pedestrian Master Plan (Policy T-L-9)

Santa Rosa – Integrate the bicycle and pedestrian path networks envisioned in both the Citywide Creek Master Plan and updated Bicycle and Pedestrian Master Plan with regional park plans, so that users can safely and comfortably access the full range of public open spaces (Policy PSF-A-8)

Santa Rosa – Install Class II bicycle lanes from Humboldt Street to Davis Street at the time the Sixth Street underpass at Highway 101 is opened to vehicular traffic (Policy LUL-Q-1)

Sebastopol – Facilitate the continuation of streets and bicycle and pedestrian paths through new developments wherever possible (Streets and Roads, Goal 2)

Sebastopol – Place a higher priority on safety and pedestrian-oriented design and scale, as opposed to traffic flow and speed (Streets and Roads, Goal 3)

Sebastopol – Establish a comprehensive and safe system of bicycle trails connecting all parts of the city (Bicycle and Pedestrian Trails, Goal 8)

City of Sonoma – Upgrade connections between streets and bike paths to make them safer, more visible, and more attractive (Implementation Measure 4.4.1)

Sonoma County – Use the adopted Sonoma County Bikeways Plan as the detailed planning document for existing and proposed bikeways (Policy OSRC-18a)

Sonoma County – In designing bicycle facilities in the unincorporated areas, the Department of Transportation and Public Works and the Regional Parks Department shall adhere to the design provisions outlined in the “Bikeways Planning and Design” chapter of the Caltrans Highway Design Manual (Policy OSRC-18d)

Sonoma County – Wherever possible, upgrade existing traffic signals on County roadways so the most sensitive spot on signal detector loops identifies and is adjusted to detect bicycles; design and adjust all new traffic signal detector loops installed on County roads to detect bicycles (Policy OSRC-18i)

Sonoma County – Whenever opportunities for acquisition arise, review the status of abandoned railroad rights-of-way, natural waterways, flood control rights-of-way, and public lands for potential designation as new Class I bikeways; review railroad rights-of-way proposed for transit use for potential multiple use as Class I bikeways (Policy OSRC-18k)

Sonoma County – Review the design of all new road widening projects in order to minimize, to the extent feasible, hazards and barriers to bicycle travel on all County roads (Policy OSRC-18l)

Sonoma County – To the extent permitted by maintenance funding, provide for the routine maintenance of designated Bikeways, including patching and/or sweeping of paved shoulders where gravel, glass or other debris has accumulated, and trimming of foliage where it encroaches into the paved shoulder (Policy OSRC-18m)

Sonoma County – Department of Transportation and Public Works shall continue to review accidents involving bicycles in unincorporated areas; the Department of Transportation and Public Works and the Bicycle Advisory Committee shall review this data annually to identify problem areas that require immediate attention (Policy OSRC-18v)

Windsor – Comprehensive bikeway plan (Ch. 6 Policy G.2.4)

Urban Design, Amenities

These provisions address features intended to enhance and promote bicycling within the jurisdiction.

Cotati – Site design should minimize the vehicular, bicycle and pedestrian conflicts (Policy 6.4.2)

Healdsburg – Traffic calming for pedestrians/bicyclists (Policy T-B-4)

Healdsburg – Bicycle racks placed per property owner request, demand (Policy T-12b)

Healdsburg – Require bike parking in multi-family, commercial, employment sites (Policy NR-18)

Rohnert Park – Establish requirements for bicycle parking as part of the Zoning Ordinance update for Mixed Use, Commercial, Industrial, Office, Public, Park, and High Density Residential uses (Policy TR-43)

Sebastopol – Providing adequate and secure bicycle parking at public transit facilities, park and ride lots, schools, the library, parks, city offices, and commercial areas (Bicycle and Pedestrian Trails)

City of Sonoma – Expand the availability of sheltered bicycle parking and other bicycle facilities (Policy 2.3)

Sonoma County – Wherever possible, existing traffic signals on County roadways should be upgraded so the most sensitive spot on signal detector loops identifies and is adjusted to detect bicycles; it goes on to require that all new traffic signal detector loops installed on County roads be designed and adjusted to detect bicycles (Policy OSRC-18i)

Sonoma County – To the extent feasible, provide male and female shower and locker facilities and adequate bicycle parking at the County Administration Center and other County facilities (Policy OSRC-18t)

Funding

These policies address funding bicycling facilities.

Petaluma – Development to provide bicycle and walking support facilities (Policy 5-P-31)

Rohnert Park – Make bikeway improvements a funding priority by: incorporating bikeway improvements as part of the CIP; requiring developers to provide bikeways and associated amenities in conjunction with new development; pursuing regional and other funding sources for new bikeways to the extent possible under federal and State law (Policy TR-42)

Santa Rosa – As part of street and intersection projects constructed by private developers, install and construct bicycle facilities, including: Class I paths, Class II lanes, Class III route signs; signal detectors; showers; bike storage/parking facilities; and/or other facilities (Policy T-L-7)

Santa Rosa – Require new development to dedicate land and/or construct/install bicycle facilities where a rough proportionality to demand from the project is established (Policy T-L-8)

City of Sonoma – Earmark Circulation Improvement Fee funds for bikeway system and facility improvements (Implementation Measure 2.2.1)

Sonoma County – Encourage the dedication of Class I bikeways as part of open space requirements for development, when a nexus can be established between the proposed development and the need for bikeways in the affected area (Policy OSRC-18o)

Senior Health

The literature on planning/public health related topics captures a spectrum of health concerns of seniors that can be addressed through land use and related planning (housing, transportation, health and community services, etc.).

Cotati -- Encourage and facilitate house sharing programs for seniors (Policy H-3.3)

Rohnert Park – Provide for a range of housing types within the community to accommodate a variety of incomes and lifestyles, and enable residents to remain in Rohnert Park throughout their lives if they so choose (Goal HO-B)

Rohnert Park – Address the need for housing for the elderly (Policy HO-15)

Rohnert Park – Continue to work with the Kisco Corporation to facilitate development of the Wellness Center with 20% of units in senior independent living phase for very low and low-income households (Implementation Measure HO-4.3)

Santa Rosa – Provide incentives for development of housing for the elderly, particularly for those in need of assisted and skilled nursing care (e.g., density bonuses, reduced parking requirements, or deferred development fees) (Policy H-D-14)

Santa Rosa – In new senior housing built receiving any development incentives or money from the city, require that a substantial portion, at least 25 percent, be available to low income seniors (Policy H-D-15)

Santa Rosa – Encourage development of senior housing not receiving city funding or concessions to provide a substantial number of units affordable to low income seniors (Policy H-D-16)

Santa Rosa – Establish and continue to pursue programs, mechanisms, and liaison activities that will increase the provision of modern senior citizen services in the community, in accordance with local and state codes (Goal YF-E)

Santa Rosa – Continue to develop, manage, and expand the city’s senior services and programs as an important social service within the community (Policy YF-E-1)

Santa Rosa – Continue monitoring and analyze the overall needs of the city’s senior citizen population in order to investigate and implement new and additional programs and activities and meet the needs of this segment of the community in an aggressive and effective manner (Policy YF-E-2)

Santa Rosa – Specifically investigate and pursue, principally through the Community Development Department, Recreation and Parks Department, and other departments as appropriate, the provision of programs and services for the “frail” elderly (Policy YF-E-3)

Santa Rosa – Continue to pursue and assist in the assemblage of land, planning, funding, and construction of affordable senior housing (Policy YF-E-4)

Sonoma County – Strive to ensure that 15 percent of the affordable housing units produced pursuant to the County’s quantified objectives are available to persons with special housing needs, e.g., the elderly (Objective HE-1.5)

Sonoma County – Consider the needs and limitations of senior citizens and persons with disabilities when planning for public transit routes and equipment (Policy PF-3o)

Youth Health

Youth have particular health needs, a number of which can be addressed through local land use planning processes.

Petaluma – Youth Master Plan shall be considered when implementing any public policy or decision impacting youth health, education, social activities, and overall well-being (Policy 6-P-22)

Santa Rosa – Ensure provision of safe pedestrian access for students of new and existing school sites throughout the city (Policy T-K-5)

City of Sonoma – Work with schools and other interested organizations to establish safe bike routes and to promote bicycle use, registration, safety, and etiquette in accordance with its police department’s bicycle education program (Implementation Measure 2.1.2)

Sonoma County – In considering applications for Use Permits, consider the potential negative impacts of proposed projects involving alcohol, tobacco, or marijuana in proximity to youth serving facilities (Policy PF-3d)

Sonoma County – Encourage and support the availability of sites for community based health services, including school based health services and facilities (Policy PF-3e)

Sonoma County – Encourage and support the availability of sites for alcohol, drug and mental health treatment, as well as housing for persons receiving such treatment (Policy PF-3f)

Sonoma County – Encourage opportunities for safe physical activity as an important component in the design and development of parks and public spaces (Policy PF-3g)

Sonoma County – Site new public facilities that provide youth, family and senior services near transit stops when feasible (Policy PF-3n)

Air Quality

Clearly, there is a relationship between air quality and various chronic diseases. Much of the treatment of air quality in general plans in the County focuses on greenhouse gas emissions or compliance with federal, state, or regional air quality requirements (criteria pollutants, etc.). We have not included such provisions here. Rather, we include provisions related to siting of pollution sources near people and the reverse – siting such uses near pollution sources, as well as provisions relating to indoor air quality.

City of Sonoma – Evaluate applications for new development in terms of their potential to expose sensitive uses to substantial air pollutant concentrations and/or to create or emit objectionable odors (Implementation Measure 2.9)

Sonoma County – Ensure that any proposed new sources of toxic air contaminants or odors provide adequate buffers to protect sensitive receptors and comply with applicable health standards, and promote land use compatibility for new development by using buffering techniques such as landscaping, setbacks, and screening in areas where such land uses abut one another (Policy OSRC-16i)

Sonoma County – Require that discretionary projects involving sensitive receptors – facilities or land uses that include members of the population sensitive to the effects of air pollutants such as children, the elderly, and people with illnesses – proposed near the Highway 101 corridor include an analysis and, if necessary, mitigation for mobile source toxic air contaminant health risks (Policy OSRC-16k)

Health Care

While the provision of health care has many dimensions beyond the purview of local government land use planning, there are areas in which planning can play a role. As evidence below, this is not an area in which general plans within the County have included policies in an extensive way.

Cloverdale – Encourage health care providers and health care emergency services within the City (Policy PS 8-1) (plus a number of implementation programs for this policy, e.g., “Encourage and support hospital services, health care services, clinics, and assisted living facilities that will provide health care for all Cloverdale residents,” (Imp. PS 8-1.b)

Healdsburg – Maintain adequate facilities for the health care needs of Healdsburg residents (GOAL PS-G) (Healdsburg has several policies that promote this goal, e.g., “The City will continue its support of clinics that provide medical care to lower-income residents” (Policy PS-G-2))

Sonoma County – Review the current zoning regulations for group homes, transitional housing, and the full range of licensed healthcare programs and facilities in order to determine whether or not they can be changed to encourage additional use of residences or construction of new facilities for these purposes (Policy HE-5a)

Sonoma County – Encourage and support the availability of sites for community based health services, including school based health services and facilities (Policy PF-3e)

Sonoma County – Encourage and support the availability of sites for alcohol, drug and mental health treatment, as well as housing for persons receiving such treatment (Policy PF-3f)

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