

## **Redwood City General Plan Update**

### **Environmental Justice Focused Goals, Policies and Programs**

This document includes a consolidated list of Environmental Justice focused goals, policies and programs to be located throughout the General Plan. This includes revisions within the following elements: Building Community Element, Natural Resources Element and the Public Safety Element. The underlined text represents what is being added to consider Environmental Justice communities.

#### **BUILT ENVIRONMENT ELEMENT**

To view the current Built Environment Element, click [here](#).

**Goal BE-1:** Achieve complete and integrated neighborhoods, corridors, and centers.

**Policy BE-1.10:** Plan patterns of land use and development to create complete neighborhoods where residents of Environmental Justice communities can meet their daily needs through active transportation.

**Goal BE-11:** Create memorable and engaging retail, residential and mixed-use destinations and paths along the corridors

**Policy BE-11.1:** Improve the corridors to create a network of “complete streets” that emphasize pedestrian orientation and safety, public transit access, safe bicycle movement, and other improvements, particularly in the Environmental Justice communities.

**Goal BE-14:** Re-create Middlefield Road as a pedestrian-friendly, neighborhood-serving Corridor that integrates with transit.

**Policy BE-14.4:** Consult with the County of San Mateo and North Fair Oaks neighborhood as they develop a cohesive Community Plan that reflects the needs and desires of the community, particularly Environmental Justice communities.

**Goal BE-17:** Develop and enhance successful, vital, and engaging centers of activity in Redwood City.

**Policy BE-17.3:** Encourage and facilitate the establishment of child-care facilities in proximity to Environmental Justice communities, large employment areas such as Downtown, south Broadway, Redwood Shores, the Kaiser and Sequoia Hospital areas, and near high-density residential areas and transit nodes.

**Goal BE-18:** Make Downtown the premier urban location on the Peninsula for business, government functions, shopping, dining, living, and entertainment, with attractive buildings and streetscapes that respect and respond to Redwood City’s history.

**Policy BE-18.4:** Encourage pedestrian activity through street character plazas, and other features and amenities that enhance the viability of Downtown and the Environmental Justice communities.

**Policy BE-18.6:** Continue to foster pedestrian-oriented redevelopment in areas surrounding the Caltrain Station. Prioritize redevelopment of the Middlefield Parking Lot and other public owned

land in the vicinity to support activity in Downtown and surround Environmental Justice communities.

**Policy BE-18.7:** Pursue mixed-use housing and commercial development in Downtown and Environmental Justice communities that include a range of housing options and affordability levels.

**Policy BE-18.10:** Plan, manage, and operate the overall supply of parking to provide “just enough” parking at the right price to serve the needs of people living, working, and visiting Downtown and surrounding Environmental Justice communities.

**Goal BE-25:** Maintain a local transportation system that balances the needs of bicyclists, pedestrians, and public transit with those of private cars.

**Policy BE-25.1:** Accommodate and encourage alternative transportation modes to achieve Redwood City’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT), particularly in the Environmental Justice communities.

**Policy BE-25.3:** Support using the concept of complete streets to design, construct, operate, and maintain city and private streets to enable safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages, abilities, and preferences. Use the complete streets concept to better link the Port, Seaport Center, Pacific Shores, and other employment centers with Downtown, the Environmental Justice communities and other nearby areas.

**Goal BE-26:** Improve walking, bicycling, and electric bicycle/scooter facilities to be more convenient, comfortable, and safe, and therefore more common transportation modes in Redwood City.

**Policy BE-26.1:** Coordinate the planning, funding, prioritization, and implementation of bicycle, electric bicycle/scooter, and pedestrian policies, programs, and supporting infrastructure, with a particular focus on the Environmental Justice communities.

**Policy BE-26.3:** Encourage resident participation, particularly Environmental Justice communities’ residents, in improving the city’s “complete streets” and bicycle and pedestrian networks.

**Policy BE-26.10:** Prioritize bicycle, electric bicycle/scooter, and pedestrian safety improvements at street crossings, particularly in the Environmental Justice communities.

**Policy BE-26.11:** Prioritize implementation of pedestrian, bicycle, and electric bicycle/scooter improvements near schools, transit, shopping, hospitals, and mixed-use areas with higher pedestrian concentrations Including the Environmental Justice communities.

**Policy BE-26.14:** Support completion of the pedestrian network by providing sidewalks or paths on at least one side of the street (preferably both sides) where they are missing and feasible, particularly in the Environmental Justice communities. Crosswalks and sidewalks shall be universally accessible and designed for people of all abilities, wherever feasible.

**Policy BE-26.16:** Encourage pedestrian activity by installing, maintaining, and where appropriate, enhancing existing crosswalks at both mid-block locations and all approaches of

major intersections where feasible and where enhanced traffic control devices or roadway amenities would improve pedestrian access and safety, particularly in the Environmental Justice communities.

**Goal BE-27:** Create conditions to improve utilization of existing public transportation services to increase ridership.

**Policy BE-27.1:** Encourage SamTrans to locate bus, shuttle, and rail services on designated streets as near as possible to areas with the highest ridership potential, particularly in the Environmental Justice communities.

**Policy BE-27.6:** Encourage SamTrans to site transit stops at safe, efficient, and convenient locations, particularly in the Environmental Justice communities. Encourage SamTrans to provide transit stop amenities to facilitate access to and from transit stops and transfers between buses. Encourage SamTrans to make transit an attractive alternative to driving.

**Goal BE-28:** Reduce traffic density and improve air quality and safety in Environmental Justice communities.

**Policy BE-28.1:** Increase active transportation, reduce motor vehicle miles traveled, and improve bicyclist and pedestrian safety in and around Environmental Justice communities.

**Goal BE-30** Maintain the city's street network to promote the safe and efficient movement of people.

**Policy BE-30.1:** Develop and maintain a roadway network that categorizes streets according to function and type, considering the surrounding land use context and location within Environmental Justice communities.

**Policy BE-30.6:** Develop a new Level of Service (LOS) policy for Downtown that includes the following components:

- Emphasis on pedestrian and bicycle access and circulation
- Maintenance of appropriate emergency vehicle access and response time
- Support for reduced vehicle miles traveled
- Considers, but does not deem, auto congestion Downtown to be an impact
- Emphasis on the impacts and needs of the Environmental Justice communities

**Goal BE-34** Position and promote Downtown as a center for employment, housing, retail, and entertainment on the Peninsula.

**Policy BE-34.2:** Improve public design features (public plazas and spaces) and related infrastructure to match the collective needs of residents, employees, and retailers in Downtown and in the surrounding Environmental Justice communities rather than individual projects.

**Policy BE-34.3:** Pursue mixed-use housing and commercial development with a range of affordability options and neighborhood services (grocery stores, etc.) in Downtown and in the surrounding Environmental Justice communities.

## Implementation Programs

### Procedures, Permits, Agreements, Ordinances

**Program BE-9: Priority Development Areas.** Develop City practices that clearly support the priority growth areas, and make efficient use of land and infrastructure. Develop a process to identify and prioritize key areas (e.g., Downtown, mixed-use corridors, and Environmental Justice communities), development sites, and infill areas for rezoning to promote infill development and ensure consistency with the General Plan. Prioritize development of sites identified in the Housing Element as most suitable for redevelopment as high-density residential and mixed use; encourage the inclusion of affordable housing on these sites. Consult with ABAG's Focus Growth Program.

**Program BE-24: Design Guidelines for Middlefield.** Develop design guidelines for nonresidential development in the Middlefield Corridor. In the guidelines, emphasize pedestrian orientation in site and building design, context sensitivity (being especially mindful of surrounding Environmental Justice communities), and location of parking areas to the side or rear of buildings to minimize their visibility from streets.

### Plans and Studies

**Program BE 17: Objective Design Standards.** Prepare, for City Council consideration, design guidelines that identify the City's expectations for planning, designing, and reviewing development proposals. Include form-based guidelines for neighborhoods, corridors, and centers to be implemented in all areas of the city. The design guidelines may take the form of citywide guidelines or guidelines developed for identified neighborhoods, centers, and corridors. Use the urban design recommendations in this General Plan as the foundation for comprehensive guidelines. Utilize the structure of neighborhoods, corridors, and centers provided in the Land Use and Urban Form Element to formulate design guidelines for all of Redwood City. As part of the process, work with the City's boards and the residents of different neighborhoods, especially those belonging to Environmental Justice communities, in developing these guidelines.

### Special Programs and Projects

**Program BE-36: Annexation.** Consult with San Mateo County to outreach to unincorporated areas, including mobile home parks in San Mateo County near Menlo Park and the North Fair Oaks neighborhood, and Environmental Justice communities to discuss annexation desires and options to facilitate safety and ease in permit review. Educate residents living in the Redwood City Sphere of Influence on the cost/benefits of annexation. Prepare informational handouts to give to residents in the unincorporated areas.

## **BUILDING COMMUNITY ELEMENT**

To view the current Building Community Element, click [here](#).

### Environmental Justice Vision

Redwood City provides a positive environment where all residents regardless of race, color, national origin, or income are treated fairly and receive equal protection from environmental health hazards. As a City, in efforts to address environmental health disparities we partner with community organizations to improve community health and ensure inclusion of our affected communities. Redwood City actively works to reduce pollution burdens and improve population characteristics such as health conditions, unemployment and poverty to sustain and provide healthy living opportunities.

### Environmental Justice Section

Analysis of data from the California Office of Environmental Health Hazard Assessment and the Center for Disease Control and Prevention shows that some neighborhoods in Redwood City are disproportionately affected by the following pollution, place, population, and health inequities:

#### **Pollution**

- Higher levels of hazardous waste/solid waste higher number of cleanup sites
- Higher incidences of groundwater threats
- Increased traffic density
- Increased air quality (diesel PM)
- Higher presence of Lead

#### **Place**

- Increased traffic congestion and lack of active transportation opportunities
- Lack or lower levels of tree canopy
- Limited access to parks
- Lower levels of housing ownership, affordability, and habitability

#### **Population**

- Linguistic isolation
- Physical inactivity
- Lower levels of civic engagement and civic engagement opportunities

#### **Health**

- Higher incidence of asthma, cardiovascular disease, obesity, diabetes, poor mental health, and poor physical health

The City recognizes the neighborhoods that experience these unique and compounded SDoH risks are known as Environmental Justice communities (or Disadvantaged Communities as defined in Government Code 65302(h)(4)). Environmental Justice goals, policies, and programs are located within the Built Environment Element, the XXX Element and the Building Community Element have been established in

elements throughout the General Plan to address the health risks experienced by these communities by 1) focusing on hazardous or solid waste and groundwater threats, traffic density, physical activity, air quality, safe, stable, and affordable housing in Environmental Justice communities, 2) promoting civic engagement in public decision-making processes in Environmental Justice communities, and 3) prioritize improvements and programs that address the needs of Environmental Justice community residents.

**Goal BC-2:** Create complete neighborhoods wherein every Redwood City resident lives within easy and safe walking distance of a park or community space.

**Policy BC-2.1:** Develop some form of park or usable public green space within the following neighborhoods and centers: Downtown, Centennial, Stambaugh-Heller, Oak Knoll-Edgewood Park, Redwood Oaks, Friendly Acres, Redwood Village, Fair Oaks, and the Bayfront and Environmental Justice communities.

### **NEW GOAL AND POLICIES**

**Goal BC-8X:** Ensure residents of all ages have access to a range of safe and accessible opportunities for recreation and physical activities.

**Policy BC-8.1:** Promote and facilitate physical activity in Environmental Justice communities.

**Policy BC-8.2:** Develop, improve, and/or maintain parks, other recreational facilities, and schools within Environmental Justice communities.

**Policy BC-8.3:** Create routes that make it safe, easy, and enjoyable to walk or bike to parks, other recreational facilities, and schools within Environmental Justice communities

**Policy BC-8.4:** Promote evaluation and reduction of air pollution from both point and mobile source in Environmental communities

**Policy BC-8.5:** Ensure a park system that provides all residents with access to parks, community centers, sports fields, trails, and other recreational amen

**Policy:** Ensure capital investment in park renovations and added recreational amenities per the Park Needs Assessment within Environmental Justice communities. (could move this to Program BC-22X – it's similar).

### **Implementation Programs**

#### **Permits, Procedures, Ordinances**

#### **NEW PROGRAMS**

**Program BC-22X:** Parks and other recreational facilities. Prioritize spending of park maintenance and improvement funds on parks and other physical activity-supporting recreational facilities in Environmental Justice communities.

**Program BC-23X:** Routes to parks, recreational facilities, and schools. Establish ¼ mile pedestrian zones around parks, other recreational facilities, and schools within Environmental Justice communities and prioritize capital projects that improve pedestrian and bicycle infrastructure within these zones.

**Program BC-XX:** Explore opportunity areas for conversion of parks, including small parks and open spaces in Environmental Justice communities

Timeframe: Ongoing

Responsible Party: Parks, Recreation and Community Services Department, Community Development and Transportation

Funding Source: Park Impact Fees, Capital Improvement Program Fund

**Program BC-XX:** Research policies and programs known to improve safety and reduce crime without relying just on law enforcement personnel.

Timeframe: Ongoing

Responsible Party: Parks, Recreation and Community Services Department, Police Department

Funding Source: General Fund

**Program BC-57X: City Organizational Structure and Environmental Justice Priorities.** To build accountability and ensure that policy decisions are responsive to input received from Environmental Justice community residents; implement the Redwood City Equity Plan’s Equity Lens\*, Geographic Equity Index, and Equity Review policies. Prioritize establishing formal steps to apply an equity lens to decisioning-making processes (such as policy adoption, project approval, and annual budgeting).

\* Redwood City adopted a “2021 Equity Plan” which outlines and establish the City’s commitment to taking tangible steps to normalize, organize, and operationalize equity principles and tools, with the eye toward impactful and sustainable outcomes

**Program BC-60:** Increase Public Participation with Environmental Justice Communities. Increase the number of, diversity of, and meaningful collaboration with Environmental Justice community residents, community organizations, and stakeholders engaged in policy processes that impact the Environmental Justice communities through activities such as:

- ensuring project timelines allow sufficient time for meaningful community engagement.
- ensuring project budgets allocate sufficient funds for community engagement activities that are accessible to Environmental Justice community residents; and
- establishing formal and ongoing relationships with individuals or organizations that represent Environmental Justice communities to build trust with and create reliable channels for community participation and input, including engagement outside of specific projects or policy processes.

**Goal BC-32** Ensure that City deliberations and decisions involve all interested members of the community, including those residing in the Environmental Justice communities.

**Policy BC-13.1:** Continue to use committees, boards, and commissions comprised of residents and members of the business community to review policy considerations and to advise the City Council consistent with the specific charges of those committees, boards, and commissions. Consider creating temporary “ad hoc” committees to study issues and report findings to the City Council. Consider strategic outreach to the Environmental Justice community members.

**Policy BC-13.2:** Ensure that the composition of City committees, boards, and commissions reflect the diversity of the Redwood City community, including residents and business owners in the Environmental Justice communities

**Policy BC-13.3:** Develop and implement strategies to involve and engage city residents who have difficulties or trepidation in making their voices heard. Particular attention should be given to those issues that directly affect the residents, particularly in the Environmental Justice communities.

**Policy BC-13.8:** Encourage residents, particularly those residing in the Environmental Justice communities to join with neighborhood and community organizations that participate in civic activities.

**Goal BC-14** Foster an environment of trust that encourages diversity and supports individuals of many ages, ethnic, cultural, religious, and socio-economic backgrounds

**Policy BC-14.1:** Consider people of all ages, races, cultures, and income levels with respect to development, adoption, implementation, and enforcement of regulations, policies, and environmental processes.

**Policy BC-14.2:** Give high priority to the needs of low-income and/or Environmental Justice residents in City development projects, and promote the full integration of low-income individuals and families into the community.

**Policy BC-14.3:** Encourage tolerance of all legal forms of political expression and protect the rights of all to express as way to promote environmental justice.

## **NEW GOAL**

**Goal BC-15** Promote civic engagement in public decision-making processes that affect environmental justice communities.

**Policy BC-15X.1:** Center the participation of and input from Environmental Justice community residents in policy decisions that impact Environmental Justice communities.

## **NATURAL RESOURCES ELEMENT**

To view the current Natural Resources Element, click [here](#).

**Goal NR-9:** Maintain, enhance, and increase the number of trees on both public and private property to provide the maximum benefits of improved air quality, compensate for carbon dioxide production, reduce stormwater runoff, and mitigate the urban heat island effect.

**Policy NR-9.2:** Require new trees to be planted and/or plant new trees in sufficient number, as identified on a site by site basis, on sites within the Environmental Justice communities, and on sites designated as sensitive receptors (i.e. schools or hospitals) that are in close proximity to industry, heavily traveled freeways and roads, and other similar pollution sources in order to mitigate air pollution.

**Program NR-43:** Tree Master Plan. Adopt and implement a Tree Master Plan for the planting and maintenance of trees growing on public and private property throughout Redwood City. The plan shall consider urban form, aesthetics, and the overall positive benefit trees provide to neighborhood character and the environment. In crafting the plan, consider the relationship of street tree planting to other General Plan goals and policies, including environmental justice, pedestrian orientation, neighborhood



character, and complete streets. Through the Tree Master Plan, establish standards for tree requirements for new development, tree maintenance, species selection, and minimum shading and tree canopy coverage. Species selection shall prioritize those tree types that have the ability to provide sufficient shade, reduce pollutants, produce oxygen, reduce stormwater runoff, retain moisture, minimize impact to sidewalks, have few known disease and insect pests, and acceptable fruit and flower litter. Establish tree criteria (such as minimum number of trees for street frontage) for new development and redevelopment projects, and to facilitate canopy cover on streets and parking areas. The plan shall acknowledge neighborhood context throughout and special considerations associated with more urban settings such as Downtown and major corridors. Consult the Community Task Force on Tree Policies Study, September 2006, as part of the Tree Master Plan planning process.

**Program NR-44: Trees in Public Rights-of-Way.** Where appropriate, plant trees in available public right-of-way locations, particularly in the Environmental Justice communities, per the proposed Tree Master Plan. Continue to invest in and manage challenges associated with planting street trees in narrow planting strips.

### **PUBLIC SAFETY ELEMENT**

To view the current Public Safety Element, click [here](#).

**Goal PS-2:** Minimize the potential impacts from land uses that may pollute proximate to sensitive receptors, including Environmental Justice communities.

**Policy PS-2.1:** Consider surrounding land uses when locating sensitive receptors such as schools, hospitals, and residential uses, particularly in Environmental Justice communities, so they are not unreasonably exposed to uses that generate pollutants considered detrimental to human health.

**Policy PS-2.3:** Consider re-routing truck routes and high volumes of non-residential traffic away from residential neighborhoods, particularly high-density residential neighborhoods and Environmental Justice communities.

**Policy PS-2.5:** Encourage the development and/or implementation of new technologies that address or mitigate pollutant emissions at the Port, in the Environmental Justice communities, transportation facilities, and industrial use locations.

**Policy PS-2.6:** Minimize potential impacts from air pollution on sensitive uses throughout Redwood City, including the Environmental Justice communities, near freeways, truck routes, high-volume arterials and sources of toxic air contaminants (TACs)<sup>1</sup>.

**Goal PS-3:** Protect EJ community residents from the harmful effects of air pollutants.

**Policy PS-3.1:** Reduce mobile sources of air pollution in and adjacent to EJ communities.

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<sup>1</sup> TACs can include but are not limited to asbestos, chloroform, vinyl chloride, inorganic arsenic, nickel, formaldehyde, particulate emission from diesel-fueled engines, environmental tobacco smoke per California Air Resources Board ([ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants](http://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants))

**Policy PS-3.2:** Limit development of new sources of toxic air contaminants (TACs) in and near EJ communities. Require any such uses to incorporate measures to reduce the concentration of emissions.

**Policy PS-3.3:** Encourage and support existing sensitive uses in Environmental Justice communities near freeways, truck routes, high-volume arterials, and sources of toxic air contaminants (TACs) to implement measures to minimize potential impacts from air pollution.

**Policy PS-3.4:** Encourage and support existing uses that are sources of toxic air contaminants (TACs) in and near Environmental Justice communities to implement measures to minimize potential impacts from air pollution.

**Policy PS-3.5:** Implement the strategies in the Transportation Element and the Public Safety Element that reduce vehicle miles traveled or improve air quality including: Goal BE-25, BE- 26, BE-30, BE-31, PS-3,PS-4, PS-5.

**Goal PS-9:** Minimize public health and environmental impacts of hazardous waste and/or solid waste and groundwater threats in Environmental Justice communities.

**Policy PS-9.1:** Prohibit the development of new hazardous waste and/or solid waste facilities in Environmental Justice communities.

**Policy PS-9.2:** Reduce the impact of existing hazardous waste and/or solid waste facilities and groundwater threats in Environmental Justice communities.

**Policy PS- 9.3:** Reduce new groundwater threats in Environmental Justice communities.

## **NEW PROGRAMS**

**Program PS-6a: Conditions of development approval.** New residential development or new sensitive land uses within [1,000 feet] of a major road or freeway [must] include project features such as landscaping, ventilation systems, double-paned windows, setbacks, and barriers to reduce exposure to air pollution [as recommended by the California Air Resources Board (CARB) and/or the Bay Area Air Quality Management District].

**Program PS-6b: TAC Point Sources Registration and Assessment.** Assess development in and around Environmental Justice communities to confirm all TACs point sources are registered with the BAAQMD, as required. Coordinate with each TAC point source facility to assess the potential for and barriers to upgrades, improvements, or relocations that would reduce the impact of their emissions on adjacent Environmental Justice communities.

**Program PS-6c: New Toxic Air Contaminants Sources.** As BAAQMD's project-level significance thresholds evolve and apply to new TAC generating sources proposed to be located within 1,000 feet of sensitive receptors shall be required to identify and demonstrate that mitigation measures are capable of reducing potential emissions below BAAQMD's project-level significance thresholds.

**Program PS-9.1: Hazardous Materials, Hazardous Waste, or Solid Waste Storage and Handling.** Use land use regulations and/or ordinances to ensure that new businesses and facilities that use, store, or handle hazardous materials, hazardous waste, or solid waste are permitted in Environmental Justice

communities, only if the new businesses and facilities meet current zoning regulations, fire regulations, and other appropriate regulations and provide a safe distance from sensitive uses such as schools, daycare facilities, residences, and public community facilities.

**Program 9.1b: Hazardous Waste and Solid Waste Consultation.** Consult with the County and other regulatory agencies to ensure that existing hazardous waste and solid waste facilities meet health and safety standards in or near Environmental Justice communities.

**Program PS-19: Air pollution education.** Disseminate information to residents and property owners living within [500/1,000 feet] of a freeway to inform them about the air pollution risks in those areas and what mitigation measures they can take.