

10.1 | INTRODUCTION

During the 1980s the formal environmental justice (EJ) movement began to gain traction in the United States, sparked by grassroots organizers in Warren County, North Carolina. This movement brought to light the concept of “environmental racism” in which low-income and racial minority communities tend to be located closer in proximity to environmentally hazardous or degraded environments than the general population and advocated for the fair distribution of environmental burdens and benefits.

EJ movement provided, and continues to provide, a specific lens through which to advance equity and protect human health. While the EJ movement traditionally focused on environmental contamination and degradation, the scope has broadened over time to include additional policy topics such as food access and physical activity. The State of California has adopted several laws and programs that promote EJ and incorporate the topic into decision-making. Currently, the State defines EJ in section 65040.12(e) of California Government Code as “the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.”

California law requires every city and county in the state to prepare and adopt a general plan for the physical development of the jurisdiction. State law further requires that general plans contain information and policies regarding environmental justice and disadvantaged communities. State guidelines from the [Office of Planning and Research \(OPR\)](#) recommend either integrating these policies into various required elements of the general plan, or creating a separate general plan element. The City of Martinez has elected to create a separate General Plan element addressing the topic of environmental justice in the community.

Exposures to various toxic substances in air, water, and soil can significantly affect health. Diseases such as asthma, birth defects, cancer, heart disease, neurologic disorders, and reproductive disorders can be linked to toxins in the environment. Certain geographic areas and communities experience a disproportionate share of exposure to environmental toxins.

As a result, cities need to consider pollution sources when siting housing, childcare, and businesses. Siting of childcare is particularly important since children are more susceptible to exposure to toxic substances due to their developmental stage. Although school siting is not wholly controlled by the general plan, cities can provide information to school districts and other entities involved in locating school services to avoid location near higher-risk areas, such as businesses producing toxic substances, agricultural land where pesticides are used, or areas

with poor air quality. Establishing buffer zones and limiting certain types of uses can help minimize toxic exposure.

The [California Environmental Protection Agency \(CalEPA\)](#) assists cities in identifying communities suffering from cumulative impacts of multiple pollutants and people who are vulnerable to pollution's effects. The term "disadvantaged community" means an area identified by CalEPA pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation. Martinez has one census tract area that meets the low-income criteria in the north portion of the downtown and waterfront area as shown in [Figure 10-1](#).

CalEPA's [CalEnviroScreen tool](#) identifies census tracts that are disproportionately burdened by multiple sources of pollution. Census tracts that score in the top 25th percentile are known as "disadvantaged communities." According to version 3.0 of the CalEnviroScreen tool, there is one disadvantaged community in Martinez in the northeast area of the City, as shown in [Figure 10-1](#). The area includes land under City and County jurisdiction. Although the majority of the area is within County jurisdiction, it is included for discussion in this Element as it is within the City's sphere of influence.

The Environmental Justice & Disadvantaged Communities Element documents and addresses the needs of these two disadvantaged communities through the provision of information, policies, and programs. It includes the following sections:

- 10.2 Regulatory Framework:** This section discusses the legal requirements for environmental justice and disadvantaged communities elements. It also identifies the two disadvantaged communities located in the Martinez Planning Area.
- 10.3 Reducing Pollution Exposure:** This section discusses air quality and land use compatibility; water quality, accessibility and affordability; and brownfields soil and groundwater contamination.
- 10.4 Public Services and Facilities:** This section discusses existing fire and police services near Martinez's disadvantaged communities. It also discusses schools and other public facilities, transit services, parks, and trails.
- 10.5 Food Access:** This section briefly touches on food access in Martinez's disadvantage communities.
- 10.6 Safe and Sanitary Homes:** This section discusses Martinez's housing stock and references the housing element goals and policies.

- 10.7 Physical Activity and Health:** This section briefly touches on obesity and the General Plan policies intended to address physical activity and health.
- 10.8 Civic Engagement:** This section briefly touches on civic engagement in Martinez.
- 10.9 Improvements and Programs:** This section lists potential State financing resources for EJ programs and activities to improve quality of life in disadvantaged communities.
- 10.10 EJ & Disadvantaged Communities Element Goals, Policies, and Measures:** This section lists the goals, policies, and implementation measures for the EJ & Disadvantaged Communities Element.

10.2 | REGULATORY FRAMEWORK

State Law Requirements

A general plan is a comprehensive, long-term plan for the physical development of a city and of any land outside its boundaries (but within the sphere of influence) which, in the planning agency's judgment, bears relation to its planning. The California Supreme Court has called the general plan the "constitution for future development." State law requires that a general plan contain objectives, policies, and implementation measures that are fully integrated and internally consistent with one another.

Human health and longevity are negatively impacted by pollution and environmental degradation. Land use adjacencies and economic inequalities can create subareas of a city that are disproportionately affected, including low-income communities and communities of color. Land use policies and regulations may exacerbate or help ameliorate the conditions of these disadvantaged areas. The focus of environmental justice is to improve the conditions and wellness of the community through appropriate general plan policies and programs. The following is a summary of the environmental justice laws and regulations designed to promote healthy communities.

Senate Bill (SB) 1000 – Planning for Healthy Communities Act: SB 1000 was adopted in 2016 and amended Section 65302 of the Health and Safety Code. The law mandates that a city consider environmental justice in its land use policies, regulations, and programs. General plans must address environmental justice and disadvantaged communities' issues either through policies in various required general plan elements, or in a separate element dedicated to environmental justice and disadvantaged communities. An environmental justice and

disadvantaged communities element must identify disadvantaged communities within the area covered by the general plan (incorporated areas and unincorporated within the City's sphere of influence. It must also identify objectives and policies to reduce health risks and increase wellness through:

- Reduction of pollution exposure;
- Improvement of air quality;
- Promotion of adequate public facilities;
- Promotion of adequate food access;
- Promotion of safe and sanitary homes;
- Promotion of physical activity;
- Reduction of unique or compounded health risks;
- Prioritization of the needs of disadvantaged communities; and
- Identification of policies for civic engagement.

California Health and Safety Code: Disadvantaged communities are defined as the following kinds of areas identified by the Cal EPA pursuant to [Section 39711 of the Health and Safety Code](#):

- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation;
- Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment; and
- Low-income areas are defined as areas with income at or below 80% of the state-wide median income.

Office of Planning and Research (OPR) Guidelines: OPR Guidelines provide guidance to cities on the appropriate content and areas of concern for environmental justice and disadvantaged communities. Pursuant to Assembly Bill 1553, Government Code Section 65040.12(d), OPR guidelines provide guidance for general plans to include the following information and policies:

- Methods for planning equitable distribution of public facilities and services that enhance the quality of life;
- Methods for siting industrial uses that may pose a significant hazard to human health and safety that avoids concentrating these uses in proximity to schools or residential dwellings;

- Methods for siting new schools and residences in a manner that seeks to avoid locating these uses in proximity to existing industrial facilities that may pose a significant hazard to human health and safety; and
- Methods to increase opportunities for transit-oriented development to minimize traffic and pollution impacts from travel for purposes of work, shopping, schools and recreation.

OPR Guidelines recommend several methods for identifying portions of a community that may trigger the need for environmental justice and disadvantaged community policies. Three of these methods were used for the basis of this Element:

- Use CalEnviroScreen to examine whether the planning area for the General Plan contains census tracts that have a combined score of 75% or higher;
- Map the household median incomes by census tract in the planning area at or below the Department of Community Development State income limits and examine for disproportionate pollution burden; and
- Conduct early community engagement, particularly with low-income communities and communities of color, sensitive populations, tribal governments, as well as organizations focused on public health and environmental justice.

Relationship to Other General Plan Elements

Goals and policies related to environmental justice are found throughout the various elements of the General Plan as well as the City's [Climate Action Plan](#). The Climate Action Plan includes policies and programs related to air quality. The Noise & Air Quality Element provides information on air quality in Martinez as well as goals and policies to improve air quality and avoid locating sensitive receptors, such as schools, day care centers, residences, hospitals, and retirement homes, near air pollution sources. The Public Safety Element addresses hazardous materials and contains policies related to the storage, handling, and transportation of hazardous materials, and the provision of adequate separation between areas that contain hazardous waste materials and sensitive receptors. Goals and policies to protect water quality are found in the Open Space and Conservation Element. Environmental justice policies are also included in the Land Use Element. The Circulation Element contains policies and measures to reduce air pollution sources by encouraging travel by bicycle, foot, and low-emission and electric vehicles. The Housing Element, which was being updated at the time of this General

Plan writing, will include policies and programs to provide an adequate supply of safe and sanitary housing for all income levels.

In 2021, the City will start the process for drafting a Marina and Waterfront Trust Land Use Plan (MWTLUP) to be adopted in 2023. The area to be planned is entirely within the disadvantaged community area and the policies of the MWTLUP will need to incorporate and support the policies of this Element.

Identification of Disadvantaged Communities

[Figure 10-1](#) shows the disadvantaged community described in the introduction section. The area has an estimated population of 3,615, but it is unknown how many of these people reside within the City limits. The primary uses in the area are open space and industrial. The major industrial uses are the PBF Refinery and Avon Oil refineries. The majority of the area is within County jurisdiction including the waterfront area where the PBF wharfs are located, and the PBF refinery tank and processing area between the Interstate 680 on the east, the railroad track on the south, Shell Avenue on the west, and Waterfront Road on the north. Another major portion of the unincorporated area includes the Avon Oil refinery, bounded by two railroad tracks, Interstate 680 on the west and Solano Way on the east.

Within the City limits, the disadvantaged area primarily includes a 190-acre area in the southwest corner of the census tract bordered by Howe Road to the west, Pacheco Boulevard to the north, Morello Avenue to the east, and the railway to the south. This area contains commercial uses along Howe Road and Pacheco Boulevard, residential neighborhoods of single-family homes off Morello Avenue, and near the Martinez Reservoir.

The disadvantaged area is identified by the CalEnviroScreen tool as having high pollution indicators (top 25 percent) related to traffic density, potential groundwater threats from storage and disposal of hazardous materials on land and in underground storage tanks, clean-up sites, hazardous waste generators and facilities, and solid waste sites and facilities. State law requires the General Plan to analyze a disadvantaged community's access to public facilities, food, safe and sanitary housing, and physical activity.

In addition to the disadvantaged community identified by CalEnviroScreen, there is a census tract that encompasses a portion of Martinez's downtown and shoreline that is classified as low-income, meaning that it has a median household income that is at or below 80 percent of the ~~S~~statewide median income. This low-income area is shown in [Figure 10-1](#).

Residents in these two areas may be disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure to toxins, or environmental

degradation, especially due to their proximity to the railroad and switching station. Diesel particulate matter (PM) is known to be concentrated near rail yards, and exposure to diesel PM has shown to have numerous adverse health effects, including irritation to the eyes, throat and nose, cardiovascular and pulmonary disease, and lung cancer. Children and those with existing respiratory disease, particularly asthma, appear to be especially susceptible to the harmful effects of airborne PM from diesel exhaust.

10.3 | REDUCING POLLUTION EXPOSURE

Air Quality and Land Use Compatibility

Many industrial facilities with significant air pollutant emissions — e.g., chemical plants and refineries — are located within the Carquinez Strait subregion. In particular, the PBF Refinery and Avon Oil refineries are located to the east of the City within the City’s sphere of influence. The pollution potential of this area is often moderated by high westerly wind speeds. However, upsets at industrial facilities can lead to short-term pollution episodes, and emissions of unpleasant odors may occur at any time. Receptors downwind of these facilities could suffer more long-term exposure to air contaminants than individuals elsewhere. It is important that local governments and other lead agencies maintain buffer zones around sources of air pollution sufficient to avoid adverse health and nuisance impacts on nearby receptors. Buffer zones help avoid land use incompatibility that result from proximity of pollution sources to receptors.

The area is shown to have high rates of asthma (in the 84th percentile of all census tracts). Asthma is a chronic lung disease characterized by episodic breathlessness, wheezing, coughing, and chest tightness. While the causes of asthma are poorly understood, it is well established that exposure to traffic and outdoor pollutants, including particulate, ozone, and diesel exhaust, can trigger asthma attacks. Children living near major roadways and traffic corridors in California have been shown to suffer disproportionate rates of asthma.

Areas near major roadways (e.g., State Route 4 and Interstate 680), may also be subject to higher local concentrations of carbon monoxide and particulate matter, as well as certain toxic air contaminants such as benzene. The Union Pacific railway (UPRR) is located on the northern edge of Martinez between Downtown and the Carquinez Strait. The Burlington Northern Santa Fe (BNSF) railway bisects the City about 1.5 to 2 miles south of the UPRR tracks. The UPRR railway is used by trains for passenger and freight service, while the BNSF railway is used only for freight service.

These emissions from existing transportation and industrial sources of potential pollution are regulated by the Bay Area Air Quality Management District (BAAQMD). According to the [BAAQMD CEQA Air Quality Guidelines](#), overlay zones must be established around existing and proposed land uses that would emit these air pollutants.

When siting new sensitive receptors, the BAAQMD Guidelines advise that lead agencies examine existing or future proposed sources of emissions that would adversely affect individuals within the planned project. New residences and sensitive receptors could be located near stationary sources of emissions located throughout the City, such as refineries, gasoline dispensing stations, emergency back-up diesel generators, and dry cleaners, provided there are appropriate setbacks from the source of emissions. Per BAAQMD Guidelines and the air quality analysis undertaken for the General Plan Environmental Impact Report (EIR), the following minimum setbacks are appropriate:

- 0.5 miles from oil refineries such as the PBF Refinery;
- 300 feet for large gasoline dispensing facilities (3.6 million gallons of throughput a year) and 50 feet for small facilities;
- 50 feet or greater from highway sources; and
- 50 feet or greater from railways.

Water Quality, Accessibility, and Affordability

The City of Martinez operates its own water treatment plant and distribution system through the Martinez Water Department (MWD). The Water Department's service area is about 10,000 acres which covers most of the City as well as areas outside the City limits including the PBF Refinery, Mountain View neighborhood, and portions of Alhambra Valley. The City buys raw water from the Contra Costa Water District (CCWD) and then stores and withdraws it from the Martinez Reservoir, which holds a limited water supply. The water is filtered at a plant at the corner of Pacheco Avenue and Howe Road. The water is then distributed to customers through over 100 miles of pipeline with the assistance of six pump stations located throughout the City. The disadvantaged and low-income communities are served by the same water system as the balance of the City, pay the same rates, and experience the same water quality and accessibility.

Brownfields Soil and Groundwater Contamination

Disadvantaged communities may be impacted from soil or groundwater from contaminated sites that are called brownfields sites. Proximity to the industrial uses in the eastern portion of the sphere of influence area near Downtown warrants examination of potential brownfields conditions. Smaller contaminated sites can be created from small commercial operations using chemicals such as gas stations, auto repair shops, and dry cleaners, that may be present within or adjacent to a disadvantaged community area.

The [Cortese List](#) is a planning document used by the State, local agencies, and landowners to comply with the California Environmental Quality Act requirements by providing information about the location of hazardous materials release sites that could have contaminated soils. The [State Department of Toxic Substances Control \(DTSC\)](#) maintains a list of major hazardous waste sites. There are no sites within the City or sphere of influence that are included on the “List of Hazardous Waste and Substances Sites” from the DTSC EnviroStor database. There are also no sites within the City or sphere of influence that are included on the “List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.”

Leaking Underground Tanks Information: [GeoTracker](#) is the [California Water Resource Control Board's \(CWRB\)](#) data management system for managing sites that impact groundwater, especially those that require groundwater clean-up (Underground Storage Tanks Program) as well as permitted facilities such as operating sites with leaking underground storage tanks (LUSTs), and land disposal sites. This inventory includes smaller sites that may have soil and groundwater contamination from smaller commercial uses such as gas stations, auto repair, or dry cleaners. The GeoTracker list includes both sites that have been remediated and are considered no longer hazardous as well as sites that are contaminated and yet to be remediated. For Martinez there are nine locations with open cases for LUSTs, which are sites that have been identified as requiring remediation but have not completed corrective measures. Of these nine, one is located in the disadvantaged/low-income combined area (City-owned Marina), and four are near the combined area.

In addition to LUST sites, the CWRB maintains a list of sites (not involving underground tanks) that are clean-up sites requiring monitoring, further investigation or clean up. None of the sites are within Martinez City limits, but five are with the sphere of influence and include the Tesoro and PBF refineries and the Acme Fill landfill.

Oversight of clean-up of these sites is under the jurisdiction of the County (Contra Costa County Health Services Department Hazardous Materials Division), the Regional Water Quality Control Board (RWQCB), or the State DTSC and/or CWRB. It is, however, appropriate for this Element to include policies that encourage the timely remediation of existing contaminated sites as well

as minimize the approval of additional uses with the potential to contaminate soil and groundwater within the disadvantaged and low-income communities' area.

Major Industrial Uses Information: The Martinez Planning Area (which includes City and its sphere of influence) and disadvantaged community area, includes or is surrounded by a heavy concentration of petroleum and chemical processing plants, and may be subject to the occurrence of accidental releases of dangerous substances from a variety of sources. Hazardous materials are transported into and out of the area on a daily basis utilizing various transportation routes and systems including: Interstate 680, State Route 4, local streets, the Union Pacific and BNSF railways, San Pablo Bay, Carquinez Straits, and Suisun Bay, Buchanan Field, and petroleum and natural gas pipelines and pump stations.

The Land Use Element does not include any specific development proposals or policies that would increase the movement of crude oil by rail. Implementation of the policies of the Land Use Element would not directly result in significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. All future projects allowed under the General Plan would be required to comply with the provisions of federal, state, and local requirements related to hazardous materials.

Further information and policies regarding regulation of hazardous materials that affect this Element and the Land Use Element are set forth in the Public Safety Element. The Martinez area is served by a Type 1 hazardous materials response team as well as a non-certified hazardous materials response team.

10.4 | PUBLIC SERVICES AND FACILITIES

Fire Services: The [Contra Costa County Fire Protection District \(CONFIRE\)](#), provides fire and emergency medical services to nine cities including Martinez. The City of Martinez is served primarily by Station 13 located at 251 Church St, near Pleasant Hill Road, and Station 14 located at 521 Jones Street (see [Figure 10-2](#)). As of 2013, Station 12 located at 1240 Shell Ave in Martinez was closed due to fiscal limitations. CONFIRE's response-time goal for fire calls is five minutes or less 90 percent of the time; however, CONFIRE does not currently meet industry standards or best practices for staffing levels, response times, assembly of an effective firefighting force, or number of specialty units (e.g. truck companies). CONFIRE's 90th percentile response time was 8:30 minutes in 2007. The District's median response time was 5:23 minutes. When first response by AMR and automatic aid are considered, the 90th percentile response time was 7:57 minutes and the median was 5:07 minutes.

Police Services: The Martinez Police Department provides law enforcement and police protection services throughout the city. The Police Department provides services to approximately 37,165 residents covering roughly 12 square miles. Per FBI data, most crimes committed in Martinez consist of non-violent property crimes. According to Safewise, the city has been in the top 50 safest cities in California in 2019, 2020, and 2021. The Police Department averaged 32,264 service calls per year in 2017, 2018, and 2019, and 2020, which is 868 service calls per 1,000 residents. By comparison, service providers countywide averaged 1,500 service calls per 1,000 residents during the same time period. Martinez experienced service calls at approximately one half of the County average. The City is divided into four beats which encompass the low-income area and the incorporated portion of the disadvantaged area. The Police Station is Downtown in close proximity to the areas.

School Facilities: The Martinez Unified School District (MUSD) serves over 4,000 students in grades K-12 and operates four elementary schools (grades K-5), one middle school (grades 6-8), one high school (grades 9-12), two alternative/independent study schools, and one adult education school. Additionally, the Mount Diablo Unified School District (MDUSD) operates one elementary school within City limits. The Las Juntas Elementary school, serving approximately 450 students is located within the disadvantaged area near Pacheco Blvd. and Arthur Rd., and is approximately two miles from the low-income area. Martinez Junior High School is in the downtown area near Court street in proximity to both the low income and disadvantaged areas. Alhambra Senior High School is approximately one mile from the areas.

Library Facilities: The Library is a branch of the Contra Costa County Library system and is located downtown on the corner of Court and Ward Streets. The Library maintains nearly 33,000 items including books, magazines, periodicals, compact discs (CDs), digital video discs (DVDs), video and audio cassettes, and other electronic resources such as e-books, which are available on the Library's website. In addition, the Library provides a variety of services such as self-serve check out, story time, book clubs, craft, music, activity workshops, college prep help, a reading garden, and computers with internet access. In 2011, the Library was renovated with Measure H funds and is not expected to require major infrastructural improvements in the near future. The library is located in close proximity to the low income and disadvantaged areas.

Senior Center: Located Downtown at 818 Green Street, the Martinez Senior Center promotes educational, recreational and social activities, as well as provides services that meet the needs of the senior citizens of Martinez and surrounding cities. Members must be 50 years of age or older to join the Senior Center. The Senior Center provides a monthly newsletter to their members, which lists on-going activities, tours and special events. The Center is located in close proximity to the low income and disadvantaged areas.

Health Services: The Contra Costa Regional Medical Center is located approximately two miles from the low income and disadvantaged areas.

Transit Services: The low income and disadvantaged areas are served by transit, with bus stops for Routes 18, 19, 316, and 99X on Pacheco Boulevard and a bus stop for Routes 18 and 316 on Morello Avenue. The route provides connections to the Amtrak train station in downtown Martinez and the North Concord BART station. Amtrak provides access to the east bay and Sacramento employment centers, and BART provides access to the east bay, San Jose, San Francisco, and peninsula employment centers.



Contra Costa Regional Medical Center

Parks and Trails: The low-income area includes the Marina and waterfront recreation facilities which include trails, picnic areas, ballfields, and open space. Most of the disadvantaged community area is either open space or industrial use. The small portion of this area that is residential is adjacent to the Martinez Reservoir and its surrounding park, which provides open space and a trail surrounding the reservoir.

10.5 | FOOD ACCESS

The residential portion of the identified disadvantaged area is approximately one mile from a grocery store selling fresh, healthy food. Several restaurants and stores selling prepared and fresh food are in the adjacent Downtown area.

10.6 | SAFE AND SANITARY HOMES

The number of housing units in Martinez has increased at a slower rate than population increases. Currently there are approximately 15,072 housing units in the City. The majority of the housing units in the City are single family detached homes, which account for 62.9 percent of all housing units. The remaining housing types include single family attached units (14.1 percent), duplexes through fourplexes (8.8 percent), multifamily apartments with five or more units (14.1 percent), and mobile homes (0.1 percent). Vacancy rates in Martinez have remained low (4.6 percent) from 2010 through 2014.

The residential neighborhoods within the disadvantaged and low-income areas are comprised of well-maintained single-family homes built in the 1960s and selling in the range of the median price for Martinez homes. The disadvantaged area is relatively safe and experiences low levels of crime. See the City's Housing Element for additional background information on housing conditions.



Loaves and Fishes of Contra Costa (Source: Kevin Murray)

The Housing Element is one of the most important elements of a general plan and per State law has its own statutory requirements for content and update schedule. The current Housing Element for the period 2015 - 2023 will be updated. As part of that update, additional information will be developed that support the policies of the Environmental Justice and

Disadvantaged Communities Element. Information lacking in the current Housing Element that will be addressed in the new element include: housing cost burden, homelessness, household characteristics, age of housing stock, rental housing stock condition, and inventory of affordable housing. This information may support new interrelated policies in the Housing Element, Land Use Element and Environmental Justice and Disadvantaged Communities Element. There are numerous existing policies that support adequate housing supply and conditions.



View of Radke Martinez Shoreline (Source: Kevin Murray)

10.7 | PHYSICAL ACTIVITY AND HEALTH

Obesity and related secondary diseases are caused by many factors, but lack of access to physical activity is a significant contributor. The availability of parks and trails, as well as adequate and safe pedestrian and bicycle infrastructure, promotes physical activity that improves health. Supporting active transportation modes through infrastructure improvements can assist residents of all ages in establishing and maintaining good health.

A significant portion of Martinez's parks, recreational facilities, trails, and access to open space is located either within the low-income area, or within two to three miles of the low income and disadvantaged areas. The City's Marina, waterfront recreation facilities, picnic area and Radke Regional Shoreline are within the low-income area. Morello School Park is less than one mile from the disadvantaged residential area. The park contains playing fields, basketball

courts, and a tennis court. The City's aquatic center is located on the edge of the disadvantaged area.

The Circulation Element contains policies that promote active transportation measures such as bicycle facilities and safe routes to school.

Other environmental factors affect community health include extreme temperature fluctuations, drought, flooding, sea level rise, and wildfire. Information about how these factors affect Martinez with unique and compounded health risks, and policies to address them, are found in the Public Safety Element, the Noise & Air Quality Element, and the [Climate Action Plan](#).



Entrance to Radke Martinez Regional Shoreline

10.8 | CIVIC ENGAGEMENT

Civic engagement in Martinez includes participation on, and public meetings of, various policy bodies such as the City Council, Planning Commission, and Parks, Recreation, Marina and Cultural Commission (PRMCC). Ad hoc groups are periodically formed to address specific issues and provide recommendations to the permanent policy bodies. Residents and businesses are encouraged to correspond with the City staff and policy makers to express concerns and

support positions on policy matters. Information is distributed to the community through the City's website.

10.9 | IMPROVEMENTS AND PROGRAMS

The following is a list of potential State financing resources for environmental justice programs and activities to improve the quality of life in the disadvantaged areas:

- **Senate Bill 535/Health & Safety Code Section 39711:** Establishes a Greenhouse Gas Reduction Fund, and requires allocation of 25% of the fund proceeds to projects that benefit disadvantaged communities.
- **Senate Bill 1550/Health & Safety Code Section 39713:** Directs an additional 10% of the Greenhouse Gas Reduction Fund to be dedicated to low-income communities.
- **Assembly Bill 523/Public Resources Code:** Allocates 25% of the California Energy Commission's Electric Program Investment Charge to disadvantaged communities.
- **Assembly Bill 2722/Division 44 of the Public Resources Code:** Requires the California Strategic Growth Council to award competitive grants for neighbourhood level transformative climate community plans.
- **California Department of Transportation Active Transportation Program (ATP):** Provides funding for non-motorized active transportation bike/pedestrian projects, and allocates 25% of the program funds to disadvantaged communities.

10.10 | EJ & DISADVANTAGED COMMUNITIES ELEMENT GOALS, POLICIES, AND MEASURES

Policy EJ-P-1: Observe BAAQMD Guidelines for setbacks and buffers from stationary sources of emissions when establishing zoning, and approving the siting of sensitive receptors such as residences, school facilities, recreation facilities, and child-care facilities in the disadvantaged and low-income areas.

Measure EJ-I-1.1: Future development that includes sensitive receptors such as schools, hospitals, day care centers, residential developments, and retirement homes located within specific setback distances from highways, railroads, local roadways, and stationary sources as described in the Martinez General Plan Environmental Impact Report will

require a site-specific analysis to determine the level of Toxic Air Contaminants (TAC) and PM2.5 exposure. The analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million or cumulative cancer risk greater than 100 in one million, additional measures shall be employed to reduce the risk to below the threshold. If this is not possible, the sensitive receptor shall be relocated.

Policy EJ-P-2: Provide safe and well-connected neighborhood streets that balance automotive circulation with neighborhood design and bicycle and pedestrian user safety.

Policy EJ-P-3: Provide a comprehensive citywide system of bicycle lanes and recreational trails that improve accessibility without the use of an automobile.

Policy EJ-P-4: Strive to reduce total vehicle miles travelled by City residents by planning an efficient circulation system that complements existing and planned land uses, improves access to alternative transportation modes for bicycle, pedestrian, and transit users, and provides more direct routes to City and regional destinations.

Policy EJ-P-5: Plan and prioritize Downtown area improvements that reduce congestion and promote non-motorized travel between nearby complementary uses.

Policy EJ-P-6: Maintain equal access to a quality water supply at comparable rates for the low income and disadvantaged areas that is experienced by all other users of Martinez supplied water.

Policy EJ-P-7: Work with school districts to promote digital equity for disadvantaged households, including access to computers and the internet.

Policy EJ-P-8: Require developments of sites within the City, with un-remediated contaminated soils and/or groundwater conditions, to remediate the contamination per applicable County, regional and State regulations as a condition of approval.

Policy EJ-P-9 Monitor County land use and regional air quality regulatory enforcement, to ensure operations of industrial uses in the disadvantaged area do not increase risks of exposure to toxic chemicals through releases to air, soil or groundwater.

Policy EJ-P-10: Through land use policy and text amendments, establish an appropriate buffer between land uses involving hazardous materials and those where the presence of hazardous materials is incompatible.

Policy EJ-P-11: Require hazardous materials storage and handling areas to be designed to minimize the possibility of environmental contamination and adverse off-site impacts.

Policy EJ-P-12: Encourage prudent management by responsible parties (landowners and users) of the storage of hazardous materials, especially underground tanks that may leak into existing waterways, to prevent pollution.

Policy EJ-P-13: Maintain and enhance an equitable distribution of public facilities and services and a safe and healthy environment for all community members, and disadvantaged communities.

Policy EJ-P-14: Work with the Contra Costa County Transportation Authority (CCCTA) to continue to support and expand transit loops to serve local and regional medical centers, schools, and shopping, employment and recreation destinations.

Policy EJ-P-15: Maintain existing accessible food sources through regulatory policies that support existing and new food businesses in the disadvantaged and low-income areas, and the adjacent Downtown area.

Policy EJ-P-16: Encourage the establishment of new food uses such as restaurants and markets as part of the polices of the revised Marina and Waterfront Trust Land Use Plan.

Policy EJ-P-17: Support the continuation of the farmer’s market in the Downtown area adjacent to the disadvantaged area.

Policy EJ-P-18: Create an inventory of available public and private land to establish community gardens in the low income and disadvantaged areas for fresh food production.

Policy EJ-P-19: Promote the creation of new affordable housing within the adjacent Downtown area, and retention of existing affordable housing in the disadvantaged community area.

Policy EJ-P-20: For the next update of the Housing Element, include information and policies regarding housing cost burden, homelessness, household characteristics, age of housing stock, rental housing stock condition, and inventory of affordable housing.

Policy EJ-P-21: Code Enforcement and Housing Rehabilitation: Assure compliance with the City's building codes to maintain the quality of the housing stock, and pursue available rehabilitation programs for both owner-occupied and rental housing and funding for the conservation, retrofitting and rehabilitation of viable older housing to preserve neighborhood character.

Policy EJ-P-22: Continue to Participate in the Contra Costa County Neighborhood Preservation Program and the County Rental Rehabilitation Program. The City will promote the availability of Contra Costa County programs for housing construction, homebuyer assistance, rental assistance, and housing rehabilitation.

Policy EJ-P-23: Implement Code Enforcement: As budget and staffing permits, continue to vigorously pursue code enforcement efforts in residential areas through the City's Public Works Department (Building Division).

Policy EJ-P-24: Encourage Use of Rental Assistance Programs: Continue to publicize and participate in rental assistance programs such as Section 8 and other available rental programs.

Policy EJ-P-25: Create an environmentally just city with an equitable distribution of recreation and health facilities and services to support a healthy environment for all community members and disadvantaged communities.

Policy EJ-P-26: Consider environmental justice issues related to potential adverse health impacts associated with land use decisions, including exposure to hazardous materials, industrial activity, vehicle exhaust, and other sources of pollution, on residents regardless of age, culture, gender, race, socioeconomic status, or geographic location.

Policy EJ-P-27: Ensure the equitable distribution and provision of desirable public amenities such as parks, recreational facilities, community gardens, and other uses that improve the quality of life.

Policy EJ-P-28: Review all development proposals, planning projects, and infrastructure projects with the objective of avoiding adverse health impacts to disadvantaged communities, such as exposure to pollutants, including toxic air contaminants, and unacceptable levels of noise and vibration. Require to the extent feasible, measures in each public and private development, to improve physical activity such as connections to bicycle and pedestrian paths and recreation facilities. The measures should address both the construction and operation phases of the project.

Policy EJ-P-29: Encourage adequate separation between areas that contain hazardous materials and sensitive receptors.

Policy EJ-P-30: Through land use policy amendments, establish an appropriate buffer between land uses involving hazardous materials and those where the presence of hazardous materials is incompatible.

Policy EJ-P-31: Promote walking and bicycling for transportation, recreation, and improvement of public and environmental health.

Policy EJ-P-32: Facilities for bicycle travel (Class I bike/multiuse paths, Class II bike lanes, Class III bike routes, and Class IV bikeways) shall be provided to complete a continuous system, consistent with the Countywide Bicycle & Pedestrian Plan.

Policy EJ-P-33: Encourage further expansion of the existing network of continuous walkways, and encourage the development and encourage the development of new continuous walkways, between schools and residential areas.

Policy EJ-P-34: Ensure that residents of disadvantaged and low-income communities have the opportunity to participate in decisions that impact their quality of life including health, diet, housing, education, recreation, and governmental budget allocations of resources and services.

Policy EJ-P-35: Conduct outreach to disadvantaged and low-income communities to encourage participation in the formulation and review of policies, new development, and City operations and activities, especially in neighborhood level planning.

Policy EJ-P-36: Encourage applicants for, and appointments of, residents of disadvantaged communities to permanent policy bodies and ad hoc advisory groups.

10

EJ & DISADVANTAGED COMMUNITIES ELEMENT