



Health and Environmental Justice (HEJ)



A. Introduction



Public Health - A state of complete physical, mental, and social wellbeing, not just the absence of disease or infirmity. (World Health Organization)

Environmental Justice - The fair treatment and meaningful participation of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. (Government Code §65040.12).



The way we design and build the human environment has a profound impact on both public health and environmental justice. Planning decisions related to transportation systems, density and intensity of uses, land use practices, and street design influence: how much we walk, ride a bicycle, drive a car, or take public transportation; the level of our stress; the types of food we eat; and the quality of our air and water – all factors which affect our health. For example, the more we drive, the more our vehicles emit harmful gases and particles into the air, which can lead to respiratory problems such as asthma. A compact, mixed-use development pattern that reduces reliance on automobiles and increases public transit opportunities can improve air quality and respiratory health¹.

In addition, the presence or absence of sidewalks and bike routes, heavy traffic, hills, street lights, enjoyable scenery, and observations of others exercising all impact our level of physical activity². Regular physical activity is important to build and maintain healthy bones, muscles, and joints and to help reduce the risk of developing heart disease, diabetes, high blood pressure, colon and breast cancer, obesity, and depression and anxiety. Eliminating barriers to physical activity and increasing access to parks and open space and quality recreational facilities and programs increases the likelihood that people will exercise³.

¹ Jackson, Richard. (n.d.). Creating a healthy environment: The Impact of the built environment on the public health. Sprawl Watch Clearinghouse Monograph Series. Retrieved August 27, 2009 from <http://www.sprawlwatch.org/health.pdf>.

² King, AC, et. al. (2000). Personal and environmental factors associated with physical inactivity among different racial-ethnic groups of US middle-aged and older-aged women. *Health Psych*; 19(4):354-364.

³ Kahn, E.B. (2002). The effectiveness of interventions to increase physical activity. *American Journal of Preventative Medicine* 22: 87-88.



Problems with environmental justice are often related to procedural or geographic inequity. Procedural inequity occurs when the planning process is not conducted in a uniform way. An example of this would be conducting public meetings at locations and/or times that make it difficult for certain individuals or groups to participate in a worthwhile fashion. Geographic inequity occurs when undesirable or unhealthy land uses are concentrated within one part of a city, creating a disproportionate burden on the residents in that area. Geographic inequity also refers to a situation in which desirable public amenities are not equitably distributed, leaving portions of a city underserved.

The purpose of this Health and Environmental Justice Element is to identify public health risks and environmental justice concerns and improve living conditions to foster the physical health and well-being of National City's residents. The hope is that the City's commitment to preventative health measures will become evident in decreases in the occurrence of diabetes, asthma, heart disease, cancer, and other physical and emotional ailments. Public health and environmental justice are themes that are tied to all of the General Plan elements, so it is important to cross-reference other sections of this document for a complete picture of National City's efforts to improve health and equality.

The Health and Environmental Justice element is not a state-mandated element. However, by including this element in the General Plan, the City hopes to give prominence to National City's health and environmental justice priorities. The authorization for this optional element is contained within Section 65303 of the California Government Code, which permits local jurisdictions to adopt additional elements beyond the mandatory elements when they relate to the physical development of the jurisdiction.

B. Existing Setting

Most health statistics are not available at the planning area level for this General Plan. The San Diego County Community Health Statistics Unit mainly provides demographic and health data at a regional level. National City is located within the "South Region" of San Diego County, which also includes the communities of Chula Vista, Coronado, South Bay, and Sweetwater. Most of the health information within this section applies to the South Region. However, where available, statistics specific to National City's 91950 zip code are discussed.



RESPIRATORY HEALTH AND AIR QUALITY



Asthma – An inflammatory disorder of the airways, which causes attacks of wheezing, shortness of breath, chest tightness, and coughing.

Chronic Obstructive Pulmonary Disease – A breathing disorder that gets worse over time which can cause coughing that produces large amounts of mucus, wheezing, shortness of breath, chest tightness, and other symptoms.

There are two main breathing disorders that are tied to environmental air quality that can serve as indicators for the respiratory health of National City: asthma and chronic obstructive pulmonary disease (COPD). Environmental risk factors for both of these conditions include outdoor air pollution and cigarette smoke.

According to 2005/2006 fiscal year (FY) data, overall asthma hospitalization rates for the South Region are just slightly higher than countywide rates (74 persons per 100,000 population versus 70 persons per 100,000 population).⁴ However, children under 17 within National City's 91950 zip code suffer disproportionately from asthma symptoms than children in the rest of San Diego County. According to 2005 data, children's asthma hospitalization rates for National City are approximately 57% higher than the County average (247 children per 100,000 children versus 140 children per 100,000 children)⁵.

According to 2005 data, the South Region has a higher rate of hospitalizations that are attributed to COPD than San Diego County (108.8 per 100,000 versus 95.7 per 100,000)⁶. Figure HEJ-1 identifies COPD hospitalization rates by zip code to provide a better picture of how this disease specifically affects National City⁷. In 2004, National City experienced 200.1 to 300 hospitalizations per 100,000 persons for COPD, which is higher than surrounding communities. Eastern San Diego County is the only other area in the county that shares such a high rate of hospitalizations for COPD.

Hospitalization rates may be higher in certain areas either because there is an actual higher incidence of these disorders in those areas or because there is less adequate management of these disorders, resulting in a greater rate of hospitalization.

Because of the link between respiratory illnesses and air pollution, federal and state clean air standards have been established for common outdoor air pollutants to protect

⁴ San Diego Regional Asthma Coalition (2008). San Diego County asthma report card.

⁵ Office of Statewide Health Planning and Development. (2005). Children's asthma hospitalization rates by zip code.

⁶ County of San Diego Health and Human Services Community Health Statistics Unit (2009). County of San Diego Community Profiles by Region and Subregional Area: South Region.

⁷ County of San Diego Health and Human Services Community Health Statistics Unit. (2006). Health Indicator Maps. Retrieved August 31, 2009 from

http://www.sdcounty.ca.gov/hhsa/programs/phs/community_health_statistics/index.html.



Ozone – A gas composed of three oxygen atoms linked together. At ground level, it is formed by chemical reactions of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) in the presence of sunlight. NO_x and VOC emissions are mostly the result of human activities such as fossil fuel combustion and solvent use. Ozone can cause coughing, throat irritation, pain, burning, or discomfort in the chest when taking a deep breath, and chest tightness, wheezing, or shortness of breath.



public health and the environment. The federal standards, known as National Ambient Air Quality Standards (NAAQS), are established by the Environmental Protection Agency (EPA) pursuant to requirements of the federal Clean Air Act (CAA). Each area of the nation with air pollution levels violating NAAQS are designated as non-attainment areas and must submit a plan outlining the combination of local, state, and federal actions and emission control regulations necessary to bring the area into attainment. San Diego County is currently designated as a non-attainment area for ozone⁸.

In California, the California Air Resources Board (CARB) is responsible for meeting the State requirements of the federal CAA, administering the California CAA and establishing the California Ambient Air Quality Standards (CAAQS). The California CAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. The CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles.

Air quality issues are locally regulated by San Diego County's Air Pollution Control District (APCD). The APCD is an extension of the CARB. The APCD has air monitoring stations in downtown San Diego and Chula Vista. There are no air monitoring stations in National City. As such, the measurement of air quality within National City is reflective of a larger region, and it does not measure specific locations (the port, freeways, gas stations, etc.) where local sources could be contributors to higher levels of pollutants.

Table HEJ-1 displays data on how often and by how much the air surrounding National City, measured in downtown San Diego and Chula Vista, violated state and federal ozone laws between 2004 and 2008. Chula Vista exceeded the federal 8-hour standard twice and the state 8-hour standard six times. Downtown San Diego did not exceed the federal standard, but did exceed the state standard once. Both Chula Vista and Downtown San Diego are far below the number of days that exceeded state and federal standards countywide. This is likely because these coastal cities, like National City, benefit from the prevailing eastern wind currents that carry some of the air pollution away from the coast to inland locations such as Alpine and El Cajon.

⁸ San Diego County Air Pollution Control District (2007). Eight Hour Ozone Attainment Plan.

Selected Chronic Disease Medical Encounter Rates, San Diego County by Community

Chronic Obstructive Pulmonary
Disease (COPD) Hospitalization
Rates, 2004

Legend

- HHSA Regions
- Community (SRA)

COPD, Hosp Rates, 2004

- 0.0 - 50.0
- 50.1 - 100.0
- 100.1 - 150.0
- 150.1 - 200.0
- 200.1 - 300.0

*Rates per 100,000 population

Data Source: Hospital Discharge Data,
(CA OSHPD), CoSD, HHSA,
Community Epidemiology:
SANDAG, Current Population
Estimates, 9/27/2006.

Prepared by: County of San Diego,
HHSA, Public Health Services,
Community Health Statistics Unit,
June, 2008.

0 5 10 20 30 40 Miles



Figure HEJ-1
Chronic Obstructive
Pulmonary Disease (COPD)
Hospitalization Rates, 2004



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TABLE HEJ-1
Ozone
Number of Days Exceeding Federal and State Standards (2004-2008)*

Station	# of Days Exceeding Fed 8 hr Stnd >8.4 parts per hundred million (pphm)**					# of Days Exceeding State 8 hr Stnd >7.0 parts per hundred million (pphm)					Max 8 hr Concentration				
	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
Chula Vista	1	0	0	1	0	State standard adopted in 2006					9	8	7	9	8
Downtown SD***	0	0	0	0	0						8	7	9	8	9
Countywide	8	5	14	7	11						10	9	10	9	11

* Data excludes measurements taken during the 2007 fires, as they emitted huge amounts of pollutants, mainly particulate matter, and led to the area being out of compliance. The event was rare enough that the data from that time was withdrawn from calculation.

** Federal 8 hr standard was revised to >7.5 pphm on March 12, 2008, to become effective March 12, 2009.

*** Downtown San Diego monitoring station was moved in 2005 from 12th Avenue to Beardsley Street. 2004 and 2005 measurements are taken from the 12th Avenue monitoring station.

Source: Air Pollution Control District (2008). Five year air quality summary: 2004-2008. Retrieved August 27, 2009 from <http://www.sdapcd.org/air/reports/smog.pdf>.

**Particulate Matter**

– A complex mixture of extremely small particles and liquid droplets made up of a number of components including acids, organic chemicals, metals, and soil or dust particles.

Particulate matter (PM) is another pollutant of concern for San Diego County. Like ozone, PM is formed in the air by a chemical reaction and mainly comes from combustion sources like vehicles, diesel engines, and industrial facilities. Smoke from wildfires and dust also contains PM. Once inhaled, PM can affect the heart and lungs and cause serious health effects. Scientists have observed higher rates of hospitalizations, emergency room visits, and doctor's visits for respiratory illnesses or heart disease during times of high PM concentrations. During these periods of high PM levels, scientists have also observed the worsening of asthma symptoms and acute and chronic bronchitis.

There are two categories of PM: PM₁₀ particles, which are less than 10 micrometers in diameter and PM_{2.5} particles, which are less than 2.5 micrometers in diameter.

Table HEJ-2 identifies data regarding PM measurements taken at the San Diego and Chula Vista monitoring stations from 2004 to 2008 for both PM₁₀ and PM_{2.5}. The highlighted cells identify the incidences in which standards were exceeded. According to CARB, most areas of California exceed the current state PM standards from a few to many times each year.

Over the past two decades, air quality in San Diego County has improved significantly due to state and federal regulations controlling emissions from mobile sources of air pollution, such as vehicles, and local controls on emissions from industrial sources, such as factories and power plants, commercial sources, such as gas stations and dry cleaners, and residential sources, such as water heaters and furnaces. The APCD's 2007 Air Quality Management Plan was designed to reduce ozone concentrations to below the level of the federal standard in 2009⁹. The standard has not been met.

⁹ San Diego County Air Pollution Control District (2007). Eight Hour Ozone Attainment Plan.



TABLE HEJ-2
Particulate Matter Measurements

Particulate Matter (PM ₁₀) Annual Arithmetic Mean and Maximum 24 hr Sample (2004-2008)*										
Station	Annual Arithmetic Mean Fed Stnd is 50 micrograms/m ³ ** State Stnd is 20 micrograms/m ³					Max 24 hr Sample Fed Stnd is 150 micrograms/m ³ State Stnd is 50 micrograms/m ³				
	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
Chula Vista	26	27	26	25	26	44	52	51	51	53
Downtown SD***	33	28	24	30	29	68	76	71	55	58
Particulate Matter (PM _{2.5}) Annual Average and Maximum 24 hr Sample (2004-2008)*										
Station	Annual Average Fed Stnd is 15 micrograms/m ³ State Stnd is 12 micrograms/m ³					Max 24 hr Sample Fed Stnd is 35 micrograms/m ³				
	2004	2005	2006	2007	2008	2004	2005	2006	2007	2008
Chula Vista	12	12	11	11	12	33	34	30	46	33
Downtown SD***	14	11	13	12	14	43	32	63	52	42

* The data excludes measurements taken during the 2007 fires.

** EPA revoked the Federal Arithmetic Mean standard for PM₁₀ as of December 17, 2006, due to lack of available evidence linking health problems to long-term coarse particle pollution.

*** Downtown San Diego monitoring station was moved in 2005 from 12th Avenue to Beardsley Street. 2004 and 2005 measurements are taken from the 12th Avenue monitoring station.

Source: Air Pollution Control District (2008). Five year air quality summary: 2004-2008. Retrieved August 27, 2009 from <http://www.sdapcd.org/air/reports/smog.pdf>.

SURROUNDING LAND USES



The majority of land within the planning area located west of I-5 is under the jurisdiction of the San Diego Unified Port District (Port) and the US Navy. Most of the existing land uses located within the Port's jurisdiction can be classified as marine industrial, which includes activities such as shipping, warehousing, manufacturing, and distribution. The Port Master Plan (2010) designates most of the 250 land acres in its National City Bayfront Planning Area for marine-related industrial and marine terminal uses.



On-going and planned uses west of I-5; therefore, pose undesirable impacts on non-industrial and sensitive land uses throughout the planning area. Industrial uses are responsible for the generation of point and non-point source emissions. Distribution activities generate a substantial amount truck traffic that contribute to high levels of diesel emissions and air quality concerns in other areas of the city. Additionally, the heavy concentration of marine-related and



military facilities has created substantial barriers to public coastal access across most of National City's bayfront.

PUBLIC HEALTH AND FITNESS

Physical Activity



Regular physical activity is critically important for the health and well-being of people of all ages. Millions of Americans suffer from health problems that can be prevented or improved through regular exercise; these problems include: heart disease, obesity, diabetes, stress, and depression¹⁰. According to the San Diego County Health and Human Services Community Health Statistics Unit, there is a low percentage of people (18 years of age and older) engaging in moderate and vigorous physical activity within both the South Region and San Diego County as a whole. Refer to Table HEJ-3.

Table HEJ-3
Physical Activity and Exercise (Adults 18+ yrs)*

Region	Walked for Transport or Fun/Exercise**	No Physical Activity**	Engaged in Moderate Physical Activity**	Engaged in Vigorous Physical Activity**
South Region				
2005	79%	11%	15%	18%
2007	Data not avail.	13%	14%	20%
San Diego County				
2005	79%	10%	16%	15%
2007	Data not avail.	14%	17%	20%

*% is proportion of people who replied with indicated response to question. Respondents were asked a series of questions related to walking and physical activity to determine whether level is none, some, moderate, or vigorous over a seven day timeframe.

** Percentages are rounded to the nearest whole number.

Source: UCLA Center for Health Policy Research, California Health Interview Survey, <http://www.chis.ucla.edu/> (accessed 5/2009); SANDAG, Current Population Estimates, 8/06, 4/08.

Prepared by County of San Diego (CoSD), Health & Human Services Agency (HHSA), Public Health Services (PHS), Community Health Statistics, 6/26/2009.

To understand physical fitness levels among children, Table HEJ-4 identifies the percentage of 5th, 7th, and 9th graders in National City meeting the healthy fitness zone for six out of six physical fitness indicators: aerobic capacity, body composition, abdominal strength, trunk extensor strength,

¹⁰ U.S. Department of Health and Human Services (2002). Physical activity fundamental to preventing disease. Retrieved August 28, 2009 from <http://aspe.hhs.gov/health/reports/physicalactivity/>.



upper body strength, and flexibility. There is a lower percentage of fifth graders, attending public schools in National City, who meet fitness standards in comparison to San Diego County and California. Seventh and ninth grade scores are better than County and State scores for the reporting academic year (2008-2009).

TABLE HEJ-4
National City Students Meeting the Healthy Fitness Zone for
6 out of 6 Physical Fitness Areas (2008-2009)*

School	5 th Grade**	7 th Grade**	9 th Grade**
Sweetwater High School	--	--	45%
National City Middle School	--	42%	--
Granger Junior High		43%	53%
Olivewood Elementary	18%	--	--
Las Palmas Elementary	12%	--	--
Kimball Elementary	28%	--	--
Palmer Elementary	18%	--	--
Harbison Elementary	16%	--	--
John Otis Elementary	25%	--	--
Central Elementary	11%	--	--
El Toyon Elementary	28%	--	--
Lincoln Acres Elementary	22%	--	--
For Comparison Purposes:			
San Diego County	31%	38%	42%
State of California	29%	34%	38%

Source: California Department of Education Dataquest. Retrieved April 15, 2010 from: <http://data1.cde.ca.gov/dataquest/>

*The physical fitness test is required to be administered to students in grades 5, 7, and 9 only.

**Percentages are rounded to the nearest whole number.



Heart Disease – A broad term that includes more specific heart conditions such as coronary heart disease which can lead to heart attacks and other serious conditions. Heart disease is the leading cause of death for both men and women in the United States.

Overweight – A condition in which a person's body mass index is between 25 and 29.99.

Obesity – A condition in which a person's body mass index is 30 or higher.

Physical inactivity is one of the main risk factors in developing heart disease, along with tobacco use, obesity, excessive alcohol use, heredity, and diets high in salt, saturated fats, and cholesterol. According to the County of San Diego Health and Human Services Community Health Statistics Unit, in 2004, National City experienced a relatively high rate of death from coronary heart disease (191 deaths per 100,000 population compared to 133 deaths per 100,000 population countywide).

Obesity is a major risk factor for cardiovascular disease, certain types of cancer, and Type 2 diabetes¹¹. Exercise and regular physical activity can help to alleviate overweight and obese conditions. Highly walkable neighborhoods have been associated with a decrease in weight and waist size for individuals who increased their levels of physical activity during a one-year period¹². In 2007, the percentage of overweight and obese individuals was slightly higher in the South Region than county-wide (22% of individuals were overweight in the South Region compared to 18% countywide and 25% of individuals were obese compared in the South Region compared to 22% countywide)¹³.

Diabetes is a disease in which the body does not produce or properly use insulin. Insulin is a hormone that is needed to convert sugar, starches, and other food into needed energy. The more fat tissue a person has, the less sensitive his or her body is to insulin. As a result, there is a strong link between Type 2 diabetes and obesity. A healthy diet and regular physical activity is crucial to maintaining a healthy weight and reducing the risk for diabetes. In 2004, National City had the highest rate of deaths from diabetes in San Diego County (41 persons per 100,000 population compared to 18 persons per 100,000 population countywide)¹⁴. Refer to Figure HEJ-2.

A growing body of research shows that exercise also can help improve the symptoms of emotional ailments, such as stress and depression. Exercise can help prevent a relapse after treatment for depression. It may take at least 30 minutes of exercise a day for at least three to five days a

¹¹ Centers for Disease Control and Prevention (2009). Overweight and obesity. Retrieved August 31, 2009 from http://www.cdc.gov/heartdisease/risk_factors.htm.

¹² Oregon Research Institute (2009). Fast-food density and neighborhood walkability linked to residents' weight and waist side. Science Daily. Retrieved August 31, 2009 from <http://www.sciencedaily.com/releases/2009/03/090303161431.htm>.

¹³ County of San Diego Health and Human Services Community Health Statistics Unit (2009). County of San Diego Community Profiles by Region and Subregional Area: South Region.

¹⁴ County of San Diego Health and Human Services Community Health Statistics Unit. (2006). Health Indicator Maps. Retrieved August 31, 2009 from http://www.sdcounty.ca.gov/hhsa/programs/phs/community_health_statistics/index.html.

Selected Chronic Disease Medical Encounter Rates, San Diego County by Community

Diabetes Death Rates, 2004

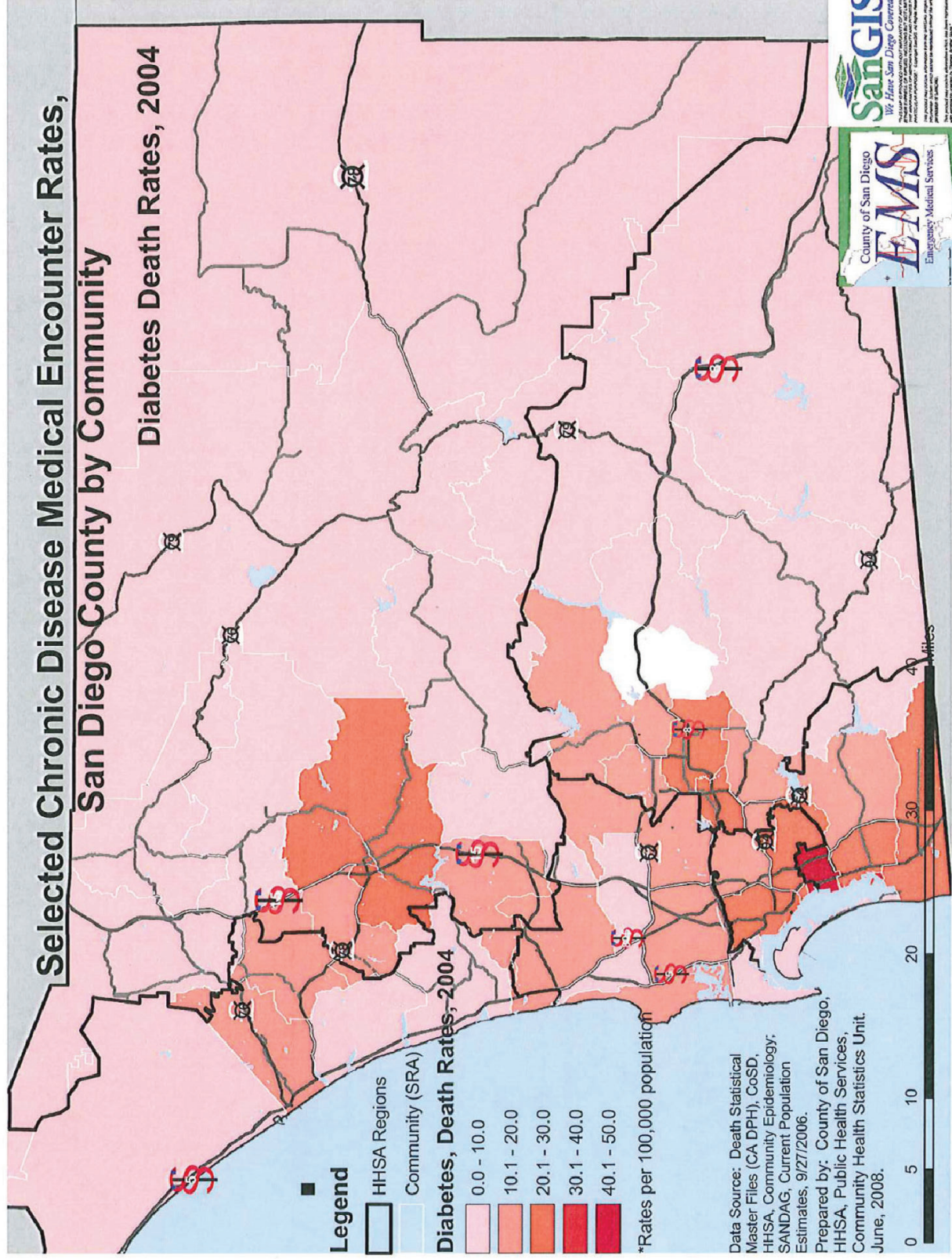


Figure HEJ-2
Diabetes Deaths
San Diego County



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week to significantly improve depression symptoms. However, smaller amounts of activity, as little as 10 to 15 minutes at a time, can improve mood in the short term¹⁵.

In addition to improving mental health, management of stress and depression is important to prevent serious physical health problems, such as heart disease. There are linkages between heart disease and the factors that often cause stress. There also are links between heart disease and depression. For instance, women who are depressed are twice as likely to develop heart disease as those who are not¹⁶.

In 2007, the percentage of adults within the South Region who sought out professional help for a mental or emotional condition was lower than in San Diego County (14% in the South Region compared to 21% countywide)¹⁷. This does not necessarily indicate that there are fewer people in the South Region experiencing emotional distress. It is possible that people in the South Region are just less likely to obtain help from a counselor due to various economic, cultural, or access constraints.

Healthy Foods

The availability of healthy food options, including fresh produce, at stores and farmers' markets, may correlate with a higher consumption of fruits and vegetables, which in turn, can alleviate the prevalence of excess weight and obesity. A high density of neighborhood fast food outlets (formula restaurants) has been shown to be associated with weight gain and an increase in waist size among residents who frequent those establishments¹⁸. Within National City, there are approximately twice as many fast food and convenience stores as there are general grocery and fruit and vegetable markets¹⁹.

A major factor affecting access to healthy foods is an individual's or family's level of income. High calorie foods tend to be the least expensive and most resistant to

¹⁵ Mayo Clinic (2007). Depression and anxiety: Exercise eases symptoms. Retrieved August 31, 2009 from <http://www.mayoclinic.com/health/depression-and-exercise/MH00043>.

¹⁶ Sutter Health (2008). Stress and depression. Retrieved August 31, 2009 from http://hearts.sutterhealth.org/women/risk/wha_depression.html.

¹⁷ County of San Diego Health and Human Services Community Health Statistics Unit (2009). County of San Diego Community Profiles by Region and Subregional Area: South Region.

¹⁸ Fuzhong Li, PhD; Peter Harmer, PhD, MPH; Bradley J. Cardinal, PhD; Mark Bosworth, MS; Deb Johnson-Shelton, PhD.(2009). Obesity and the Built Environment: Does the Density of Neighborhood Fast-Food Outlets Matter? American Journal of Health Promotion. Vol. 23, No. 3.

¹⁹ California Department of Public Health (2008). California Nutrition Network Map. Retrieved August 31, 2009 from <http://cnngis.org/viewer.aspx>.



inflation, which partially explains why the highest rates of obesity continue to be observed in groups with the most limited economic means²⁰. According to the US Census, in 2000, 22% of National City's population was living in poverty compared to 12% countywide.

The county-administered Supplemental Nutrition Assistance Program (SNAP) seeks to provide assistance relative to food costs. According to the United States Department of Agriculture (USDA), the San Diego County participation rate in the SNAP ranks the lowest in the nation among urban centers. Of those eligible to receive SNAP benefits, only 29% are doing so²¹. Although food stamp data are not available at the city level, based on County statistics, it is highly likely that there are far more people eligible to receive benefits in National City than who actually participate in the program. The San Diego County has attributed its low participation rates to a lack of awareness of food stamp eligibility rules and dissatisfaction with the eligibility process.

Access to Health Care

The availability of, and access to, health care facilities plays a large role in the preservation and maintenance of good public health and the prevention of morbidity and hospitalizations. National City contains six primary care facilities, five long term care facilities, and one hospital. All appear to be well served by vehicular routes and public transport (refer to Figure HEJ-3). Since having medical insurance influences whether or not one visits a medical professional, it is important to note the percentage of the population that is currently insured. In 2007, the percentage of currently insured adults aged 18-64 within the South Region was 83%, which mirrored that of the county¹⁵.

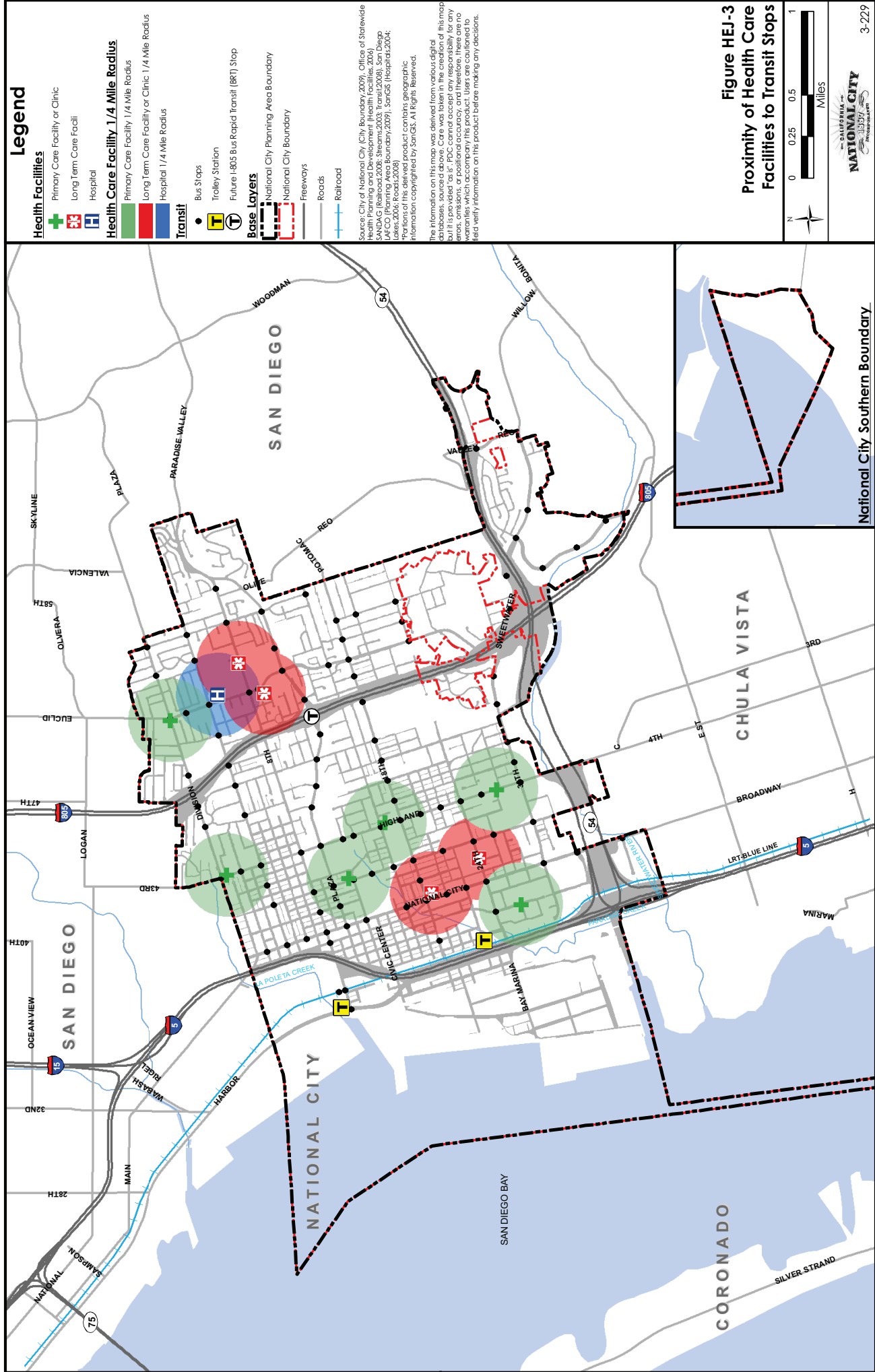
Lead Based Paint

Structures constructed prior to 1978 have the propensity to contain paint that has high levels of lead. Approximately 85 percent of the residential dwelling units in the City were constructed prior to 1980²². Lead-based paint is not a hazard when it is in good condition, but exposure to lead often occurs when paint is aging, peeling, or being removed. Lead exposure can cause nervous system and kidney

²⁰ Reuters Health (2008). Healthy food getting more expensive. Retrieved August 31, 2009 from <http://www.reuters.com/article/healthNews/idUSPAR27349420080102>.

²¹ Food research and action center (2008). Food stamp access in urban America: A city by city snapshot. Retrieved September 3, 2009 from <http://frac.org/pdf/urbanfoodstamps08.pdf>.

²² U.S. Census Bureau, American FactFinder. (2000.) Census 2000, Summary File 3. Retrieved May 3, 2010 from: <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.



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damage (among a host of other physical problems) in children. Exposure to high levels of lead can lead to serious health problems such as seizures. Lead exposure also can be dangerous for adults, with impacts ranging from increased chances of illness during pregnancy to nerve disorders.



Approximately 13,348 housing units were constructed prior to 1980 in National City. Approximately 589 of these units are at high risk for containing lead based paint hazards. Through grants and public/private participation a total of 115 units have been mitigated from a lead based paint perspective as of 2008²³. As of the writing of this document, the City does not have a program to address residential lead paint issues. It is anticipated that a Housing Rehabilitation Program, slated to begin in 2010, will include a component to address residential lead based paint issues.

C. Citywide Goals and Policies

ENVIRONMENTAL JUSTICE



Refer to the Education and Public Participation Element for additional policies related to community outreach and involvement.

Goal HEJ-1: Meaningful and effective participation, promotion of community capacity building, and fair treatment of all segments of the public in the process of creating a healthy environment and developing, adopting, implementing, and enforcing environmental laws, regulations, and policies.

Policy HEJ-1.1: Facilitate the involvement of community residents, businesses, and organizations in the development, adoption, and implementation of community health initiatives and consider their input throughout the decision-making process.

Policy HEJ-1.2: Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses, on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.

Policy HEJ-1.3: Consider environmental justice issues as they are related to the equitable provision of desirable public amenities such as parks, recreational facilities,

²³ City of National City (2008). Closeout of Lead Hazard Control (LHC) Grant - CALHB0238-03 Final Report.



community gardens, and other beneficial uses that improve the quality of life.

Policy HEJ-1.4: Address health issues in National City with the public during the annual review of the General Plan.

Policy HEJ-1.5: Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process.

Policy HEJ-1.6: Hold meetings and workshops at times and locations that are convenient for community members to attend, especially those that may be directly affected by a particular decision.

Policy HEJ-1.7: Apply environmental protection measures equally among geographic and socioeconomic sectors of the City.

Related Policies from Other Elements:

Land Use:

LU-3.2: Prevent the intrusion of new incompatible land uses and environmental hazards into existing residential areas and phase out existing non-conforming uses.

LU-3.6: Prohibit the establishment of new residential and other sensitive land uses near industrial land uses and within the Harbor District (unless proposed as part of a mixed-use development adjacent to the 8th Street Trolley stop) and buffer existing residential uses and other sensitive land uses from industrial uses, while protecting and enhancing visitor-serving, commercial, retail, industrial, working-waterfront, and maritime related job-producing industries.

LU-8.5: Update the capital improvement program for the improvement of existing public facilities and the development of new facilities and plan for the equitable distribution of infrastructure improvements and public facilities and services considering both number/size and access/distance to facilities.

Circulation:

C-1.3: Require new development and redevelopment to provide good internal circulation facilities that meets the



needs of walkers, bicyclists, children, seniors, and persons with disabilities.

C-1.4: Require new development and redevelopment to apply universal design standards.

Safety:

S-7.7: Work with property owners and lead agencies to reduce soil contamination from industrial operations and other activities that use, produce, or dispose of hazardous or toxic substances.

S-8.1: Promote the clean-up and reuse of contaminated sites and prioritize remediation and redevelopment of brownfield sites within and adjacent to residential and mixed-use areas.

S-8.3: Maintain an inventory of permitted and clean-up sites and monitor future uses at those locations. Require appropriate mitigation and clean-up of sites that are known to contain toxic materials as a condition of allowing reuse.

Open Space and Agriculture:

OS-5.1: To the extent feasible, distribute parks and recreational facilities equally throughout National City's neighborhoods, with a focus on neighborhoods that are currently underserved from a public recreation perspective.

Education and Public Participation:

E-7.2: Utilize diverse media, technology, and communication methods to convey information to the public.

E-7.6: Expand efforts to reach out to and provide meaningful involvement opportunities for low-income, minority, disabled, children and youth, and other traditionally underrepresented citizens in the public participation process and encourage non-traditional communication methods to convey complex ideas in an easily understandable manner.

E-7.7: Periodically review the effectiveness of the procedures and strategies used to solicit public input and develop outreach processes and methodologies tailored to the needs of the community.

E-7.9: Initiate outreach efforts as early as possible in the decision-making process, before significant resources have been invested in a particular outcome and ensure that



materials are distributed far enough in advance of meetings, workshops, and hearings to allow sufficient time for review and comment.

E-7-10: Provide adequate translation or interpretation services for documents and public meetings, as resources allow.

Why is this important?

Everyone deserves to live in a community where every body is treated fairly and has an equal opportunity to be healthy. When environmental justice is achieved, it leads to a condition where environmental risks and hazards and investments and benefits are equally distributed with a lack of discrimination; where access to environmental investments, benefits, and natural resources are equally distributed; and where access to information, participation in decision making, and access to justice in environment-related matters are enjoyed by all.



Sensitive Land Uses – Land uses where segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality) are most likely to spend time, including schools and schoolyards, parks and playgrounds, day care centers, nursing homes, hospitals, and residential communities. (California Air Resources Board)

RESPIRATORY HEALTH AND AIR QUALITY

Goal HEJ-2: Improved air quality to protect human and environmental health and minimized air quality impacts on sensitive population groups.

Policy HEJ-2.1: Avoid land use conflicts by ensuring residential, public assembly, and other sensitive land uses are adequately buffered from industrial land uses that may pose a threat to human health, where feasible.

Policy HEJ-2.2: Encourage existing stationary sources of emissions to use feasible measures to minimize emissions that could have potential impacts on air quality and incentivize non-conforming uses to relocate to appropriate industrial zones if currently impacting sensitive land uses.

Policy HEJ-2.3: Avoid siting new sensitive land uses within 500 feet from the centerline of a freeway, unless such development contributes to smart growth, open space, or transit-oriented goals, in which case the development shall include feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and/or other effective measures to minimize potential impacts from air pollution.



Policy HEJ-2.4: Require new sensitive land uses to include feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and/or other effective measures to minimize potential impacts from air pollution.

Policy HEJ-2.5: Encourage existing sensitive land uses to include feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/cleaners, and/or other effective measures to minimize potential impacts from air pollution.

Policy HEJ-2.6: Consider air quality impacts, including cumulative impacts, from existing and new development when making land use decisions and limit the number of industrial facilities or uses to prevent cumulative air pollution impacts.

Policy HEJ-2.7: Designate truck routes that avoid sensitive land uses, where feasible.

Policy HEJ-2.8: Encourage smoke-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.

Policy HEJ-2.9: Request lead and responsible agency consultation on land use and transportation planning, design, and implementation projects to insure that feasible measures are included to minimize potential impacts on the city from air pollution.

Policy HEJ-2-10: Distribute information about best practices to reduce and/or eliminate sources of indoor air pollution.

Related Policies from Other Elements:

Land Use:

Policy LU-1.2: Concentrate commercial, mixed-use, and medium to high density residential development along transit corridors, at major intersections, and near activity centers that can be served efficiently by public transit and alternative transportation modes.

Policy LU-1.5: Consider the effects of land use proposals and decisions on the region and efforts to maintain a jobs-housing balance.

Policy LU-1.6: Enable residents to reduce their commutes by supporting telecommuting, satellite work centers, and home



Refer to the Conservation and Sustainability Element for additional policies related to reducing emissions and improving air quality.



Refer to the Circulation Element for additional policies related to transportation planning.



occupations that are compatible with adjacent or surrounding properties.

Policy LU-2.1: Provide for housing near jobs, transit routes, schools, shopping areas, and recreation to discourage long commutes; promote public transit, walking, and biking; and lessen traffic congestion.

Policy LU-3.7: Limit impacts from industrial or mixed-uses by establishing performance standards to regulate noise, glare, vibrations, odor, lighting, air pollution, and other potential disturbances.

Circulation:

Policy C-1.1: Allow, encourage, and facilitate transit-oriented development, mixed-use, and infill projects in appropriate locations to reduce vehicular trips, especially near the 8th Street and 24th Street trolley stops, the future South Bay Bus Rapid Transit Station (BRT), and along major transportation corridors such as 8th Street, Highland Avenue, Plaza Boulevard, and 30th Street/Sweetwater Road.

Policy C-4.1: Encourage businesses to provide flexible work schedules for employees.

Policy C-4.2: Encourage employers to offer shared commute programs and/or incentives for employees to use transit.

Policy C-4.3: Require new uses to provide adequate bicycle parking and support facilities.

Policy C-4.4: Encourage carpooling and other shared commute programs.

Policy C-4.5: Encourage the use of alternative transportation modes.

Policy C-4.6: Prioritize attention to transportation issues around schools to reduce school-related vehicle trips.

Policy C-4.7: Seek opportunities to reduce vehicle trips before requiring physical roadway improvements.

Conservation and Sustainability:

Policy CS-1.1: Develop and adopt new or amended regulations or programs that address:



- Sustainable and efficient land use patterns to reduce vehicular trips and preserve open space;
- Improving energy efficiency, especially in the transportation sector and buildings and appliances;
- Reducing the urban heat island effect through sustainable design and building practices, as well as planting trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural carbon sequestration;
- Reducing waste by improving management and recycling programs.

Policy CS-1.4: Continue to evaluate and manage the City's facilities (including its vehicle fleet) and operations to reduce emissions.

Policy CS-7.1: Promote the use of green building practices in new and existing development to maximize energy efficiency and conservation.

Policy CS-7.7: Encourage LEED certification for all new municipal, commercial, and industrial buildings in the city.

Why is this Important?

National City suffers disproportionately from respiratory disorders associated with air quality issues compared to other parts of San Diego County. The above goal and policies are intended to reduce exposure to poor air quality by separating sensitive receptors from significant sources of air pollution; reducing emissions; incorporating design features that minimize air quality impacts into new development; considering cumulative air quality impacts when making land use decisions; and advising other jurisdictions on land use decisions that could affect National City residents.

PHYSICAL ACTIVITY

Goal HEJ-3: Safe and accessible physical activities to meet the needs of all segments of the community.

Policy HEJ-3.1: Encourage walking and bicycling as daily physical activities by providing conveniently located daily goods and services and recreational facilities and programs within a comfortable walking or biking distance from homes.



Refer to the Open Space and Agriculture Element for additional policies related to recreation.

Refer to the Circulation Element for policies related to pedestrian and bicycle circulation.



Universal Design –
A user-friendly approach to design in the living environment where people of any culture, age, size, weight, race, gender and ability can experience an environment that promotes their health, safety and welfare today and in the future. (Universal Design Alliance)

Policy HEJ-3.2: Identify and eliminate, where feasible, barriers to outdoor physical activity, such as damaged, incomplete, blocked, or littered sidewalks and bike paths, lack of safe street crossings and direct connections, excessive speeding, insufficient lighting, incidence or perception of crime, and lack of landscaping and shade trees along streets.

Policy HEJ-3.3: Improve access to bicycles, helmets, and related equipment for lower income families.

Policy HEJ-3.4: Apply universal design principles in the design and review of development and redevelopment projects, where feasible.

Policy HEJ-3.5: Raise awareness about the importance of healthy behaviors and physical fitness to overall well-being.

Related Policies from Other Elements:

Land Use:

Policy LU-2.1: Provide for housing near jobs, transit routes, schools, shopping areas, and recreation to discourage long commutes; promote public transit, walking, and biking; and lessen traffic congestion.

Policy LU-2.4: Provide additional recreational open space areas and connect these areas to trails, bikeways, pedestrian corridors, and other open space networks, where feasible.

Policy LU-4.2: Promote the design of complete neighborhoods that are structured to be family-friendly, encourage walking, biking, and the use of mass transit, foster community pride, enhance neighborhood identity, ensure public safety, improve public health, and address the needs of all ages and abilities.

Policy LU-9.1: Design developments along mixed-use and “community corridors” for the comfort and enjoyment of pedestrians and bicyclists. This includes features such as street trees, placing buildings close to the street, de-emphasizing parking lots and garages, limited driveway cuts, traffic-calming features, clearly defined street crossings, adequate lighting, and street furnishings where appropriate.

Policy LU-9.4: Encourage an overall high quality streetscape design, where feasible, that promotes narrow roadways; bike lanes; on-street parking; minimal curb cuts; enhanced



crosswalks; appropriate sidewalk widths; landscaped medians and parkways; street trees, planters, and wells; street lighting; street furniture; wayfinding; enhanced paving; public art; and other features that contribute to the desired character for National City, where appropriate.

Circulation:

Policy C-2.2: Enhance connectivity by eliminating gaps and barriers in roadway, bikeway, and pedestrian networks.

Policy C-2.6: Enhance the quality of life in the City's neighborhoods and minimize impacts on schools, hospitals, convalescent homes and other sensitive facilities through the implementation of traffic calming measures in these areas to reduce vehicle speeds and discourage cut-through traffic.

Policy C-2.8: Implement road diets, where appropriate, as a means to improve safety, increase efficiency of pick-up and drop-off operations at schools, and provide greater separation between pedestrians and vehicles.

Policy C-4.3: Require new uses to provide adequate bicycle parking and support facilities.

Policy C-8.1: Provide connectivity of wide, well-lit walking environments with safety buffers between pedestrians and vehicular traffic, when feasible.

Policy C-8.2: Require new development and redevelopment to incorporate pedestrian-oriented street designs that provide a pleasant environment for walking.

Policy C-8.3: Identify and implement necessary pedestrian improvements with special emphasis on providing safe access to schools, parks, community and recreation centers shopping districts, and other appropriate facilities.

Policy C-8.4: Promote walking as the primary travel mode to schools.

Policy C-8.5: Improve pedestrian safety at intersections and mid-block crossings.

Policy C-8.6: Reduce architectural barriers that restrict full movement and access by less mobile segments of the population consistent with the Americans with Disabilities Act.



Policy C-8.7: Apply universal design standards to the pedestrian system.

Policy C-8.8: Provide a continuous pedestrian network within and between neighborhoods to facilitate pedestrian travel free from major impediments and obstacles.

Policy C-9.1: Expand and improve the bikeway system and facilities by establishing bike lanes, separated paths, and bicycle storage facilities at major destinations.

Policy C-9.2: Require new development and redevelopment to provide safe, secure bicycle parking facilities.

Policy C-9.3: Require new development and redevelopment to provide connections to existing and proposed bicycle routes, where appropriate.

Policy C-9.4: Encourage existing businesses and new development or redevelopment projects to promote bicycling and provide bike rack facilities, personal lockers, and shower rooms.

Policy C-9.5: Encourage bicycling through education and promotion programs in conjunction with the local school districts.

Policy C-9.6: Keep abreast of bicycle facility innovations in other cities and regions, and seek to incorporate these into the bicycle network.

Open Space and Agriculture:

Policy OS-5.2: Strive to meet or exceed and maintain a park to population ratio of 4.75 acres per 1,000 residents, as fiscal resources allow.

Policy OS-5.3: Encourage the development and maintenance of recreational facilities by the private and non-profit sectors that complement and supplement the public recreational system.

Policy OS-5.4: Require new residential development projects, including mixed-use projects with residential components, to provide adequate park/open space, pay an in-lieu fee, and/or form a maintenance assessment district in order to help meet the City's park standards.

Policy OS-5.5: Develop standards for the design of park facilities and landscaping, which enhance and preserve



natural site characteristics as appropriate and to minimize maintenance demands.

Policy OS-5.6: Encourage the use of best management practices to achieve long-term energy efficiency and water and resource conservation, including the incorporation of xeriscape, renewable energy sources, green building and low-impact development practices for public and private park improvements.

Policy OS-5.7: Support the redevelopment of the National City Golf Course with public recreational facilities, a community garden, and other accessory or supporting uses.

Policy OS-5.8: Promote the use of utility corridors, reclaimed solid waste facilities, abandoned railroad rights of way, and similar surplus lands as parks.

Policy OS-5.9: Identify appropriate areas for street conversions that would allow for the development of neighborhood parks and community gardens.

Policy OS-5.10: Work with local school districts to provide joint use of school properties as neighborhood parks and recreational centers.

Policy OS-5.11: Establish and enforce maintenance standards for all park and recreational facilities.

Policy OS-5.12: Provide and promote a variety of high quality active and passive recreation programs that meet the needs of and benefit the community.

Policy OS-5.13: Encourage involvement by the non-profit and private sectors in the development, administration, and execution of recreational programs.

Policy OS-6.1: Work with the Port District in the maintenance and improvement of access points to the Sweetwater River and San Diego Bay.

Policy OS-6.2: Evaluate opportunities to improve public access to Paradise Creek and Las Palmas Creek.

Policy OS-7.1: Work with other agencies including the County of San Diego and the City of Chula Vista to allow for the integration of the City's trails with other local, regional, and state trail systems.



Policy OS-7.2: Encourage the creation of connected paseos and trails between community activity areas and schools and consider opportunities to enhance them with kiosks and rest stations.

Policy OS-7.3: Work with utility owners and operators to promote the use of utility easements and corridors as trail corridors, where feasible.

Policy OS-7.4: Where feasible, create and implement non-motorized paths along creeks, rivers, and waterfronts, with a focus on linking to existing pathways.

Why is this important?

The more convenient and comfortable a place is to walk or bike, the more likely an individual is to achieve the recommended amount of daily exercise. Access to parks, trails, and recreation facilities can significantly increase levels of physical activity. Any reduction in vehicle miles traveled also creates corresponding reductions in air pollution, traffic volumes, noise, and safety impacts.

HEALTHY FOODS

Goal HEJ-4: Convenient access to fresh and healthy foods, water, fruits, and vegetables for all segments of the community.

Policy HEJ-4.1: Prioritize healthy food supplies in economic development efforts, especially in areas where a healthy food supply, farmer's market, or community garden is not located within a half to a quarter mile away.

Policy HEJ-4.2: Encourage the development of healthy food establishments in areas with a high concentration of fast food establishments, convenience stores, and liquor stores.

Policy HEJ-4.3: Encourage and facilitate public or private shuttle systems to transport customers to grocery stores and other sources of healthy foods.

Policy HEJ-4.4: Encourage the development of convenient and accessible community gardens and other sources of healthy foods in appropriate zones and within each neighborhood, where feasible.



Healthy Food Supply – Provides (1) a minimum of 5,000 square feet of retail space for a general line of food and non-food products intended for home preparation, consumption, and utilization (2) at least 50% of a general consumption line of food products intended for home preparation, consumption, and utilization (3) at least 30% of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods (4) at least 500 square feet of retail space for fresh produce. (San Diego County Health and Human Services)



Mobile Health Food Market – A truck that delivers groceries to residences and/or sells healthy foods/meals curbside.



Refer to the Open Space and Agriculture Element for additional policies related to urban agriculture and community gardens.



Community Supported Agriculture (CSAs) – Sometimes referred to as "Subscription Farms" because the consumer buys a subscription from a farmer for a set price to receive fresh produce on a weekly or bi-weekly basis usually delivered to your home or business. (San Diego County Farm Bureau)

Policy HEJ-4.5: Encourage new development and redevelopment to include a healthy food supply or edible garden, or be located within a quarter to a half mile of a healthy food supply, where feasible and appropriate.

Policy HEJ-4.6: Encourage and facilitate the establishment and operation of a farmer's market(s), farm stands, ethnic markets, mobile health food markets, and convenience/corner stores that sell healthy foods including fresh produce.

Policy HEJ-4.7: Require new development to provide and maintain fresh drinking water fountains, where feasible and appropriate.

Policy HEJ-4.8: Inform low income families and people experiencing homelessness about food assistance programs.

Policy HEJ-4.9: Assess and plan for local food processing, wholesaling, and distribution facilities to connect local agriculture to markets such as retailers, restaurants, schools, hospitals, and other institutions and encourage these markets to carry and serve locally grown or harvested foods.

Policy HEJ-4.10: Explore opportunities for Community-Supported Agriculture within the community.

Goal HEJ-5: Improved eating habits among all segments of the community.

Policy HEJ-5.1: Promote messages regarding healthy eating habits and food choices.

Policy HEJ-5.2: Encourage food-service establishments to post nutritional information, comply with dietary guidelines, eliminate the use of trans fats, and serve locally-grown foods.

Policy HEJ-5.3: When served at City-sponsored events, provide food consistent with health-oriented dietary guidelines, including water and fresh fruit and/or vegetables.

Policy HEJ-5.4: Discourage unhealthy fast food outlets from locating near schools.



Related Policies from Other Elements:

Land Use:

Policy LU-2.5: Encourage the establishment of community farms and gardens.

Open Space and Agriculture:

Policy OS-3.1: Allow for community and private gardens as areas where residents can plant and grow fruit and vegetables and ornamental gardens that can be a source of pride and beauty in the neighborhood.

Policy OS-3.2: Encourage the development of community gardens in conjunction with school sites as an educational resource.

Policy OS-3.3: Encourage the development of unused land such as portions of parks and utility right of ways to be converted to productive space for growing food.

Policy OS-3.4: Support private and institutional gardens and explore additional opportunities for partnerships and collaboration.

Policy OS-3.5: Identify potentially feasible site locations for urban agriculture, including locations for street conversions, and identify links between them.

Policy OS-3.6: Explore and encourage opportunities for roof-top gardens, especially for large, flat roofed industrial, commercial, and institutional buildings.

Policy OS-3.7: Pursue available grants and other funding sources for urban agriculture and community gardens.

Policy OS-3.8: Maintain an on-going dialogue with the community to ensure that its needs are being addressed by urban agriculture endeavors.

Policy OS-3.9: Ensure that community gardens and other urban agricultural resources are accessible to members of all demographic groups within the community, including minorities, seniors, children and persons with disabilities.

Policy OS-3.10: Identify appropriate locations for a farmer's market(s) and farm stands.



Policy OS-3.11: Explore opportunities for the planting of fruit trees and gardens in the public right-of-way, where feasible.

Policy OS-3.12: Encourage the use of best practices for community farming and neighborhood gardening that eliminates or reduces the use pesticides, herbicides, chemical fertilizers, use of gas powered equipment, and encourages composting.

Policy OS-3.13: Strive to meet or exceed and maintain a community garden to population ratio of 0.77 acres per 1,000 residents, as fiscal resources allow.

Why is this important?

Eating healthy foods reduces the risk of health problems such as diabetes, heart disease, excess weight, and obesity. In addition, a healthy diet is associated with better academic performance²⁴. Despite these known benefits, as of 2003, only a quarter of the nation's population followed the government recommended diet that calls for eating five servings of fruits and vegetables a day²⁵. There are many factors that impede healthy eating such as a lack of grocery stores in the neighborhood, lack of transportation to get to a place that sells affordable, healthy foods, the expense of healthy foods compared to unhealthy foods, and limited time or knowledge to prepare healthy foods. The preceding goals and policies are aimed at encouraging healthy eating habits and eliminating the barriers that make it difficult for people to eat healthily.

ACCESS TO HEALTH CARE

Goal HEJ-6: Convenient and accessible health services that meet the needs of the community.



Refer to the Safety Element for policies related to emergency medical services.

Policy HEJ-6.1: Encourage a range of health services in locations that are convenient and accessible (walkable) to the community.

Policy HEJ-6.2: Encourage local transit providers to establish and maintain routes and services that provide the

²⁴ Florence, M., Asbridge, M, and Veugelers, P. (2008). Diet quality and academic performance. *Journal of School Health*. Vol. 78(4): 209-215.

²⁵ Centers for Disease Control and Prevention (2006). Physical activity and good nutrition: Essential elements to prevent chronic diseases and obesity. Retrieved January 22, 2010 from <http://www.cdc.gov/nccdphp/publications/aag/pdf/dnpa.pdf>.



community with convenient access to health service facilities, where feasible.

Policy HEJ-6.3: Encourage businesses to provide and maintain a free shuttle service to health care facilities for residents, where feasible.

Why is this important?

When residents have easy and safe access to a variety of health care services, they have the opportunity to learn about good health care practices, prevent illness, and lessen the severity of illness.

LEAD BASED PAINT AND OTHER CONTAMINANTS IN THE HOME



Refer to the Housing Element for additional information regarding the City's efforts to remove lead based paint hazards.

Goal 7: The elimination of health risks associated with lead-based paint, mold, and other contaminants.

Policy 7.1: Inform the public about the risks associated with lead based paint, mold, and other contaminants and encourage and facilitate remediation.

Policy 7.2: Develop a process by which to identify residences with lead based paint hazards, notify residents of the potential hazard, and request landlords/owners to make the housing unit lead-safe.

Policy 7.3: Program the remediation of lead based paint in city structures, prioritizing efforts in buildings where children may be present.

Policy 7.4: Prioritize lead education and remediation programs to benefit low-income families.

Why is this important?

As indicated in the Existing Setting section, approximately 13,348 housing units were constructed prior to 1980 in National City and almost 600 of these units are at high risk for containing lead based paint hazards. Although the City has succeeded in mitigating 115 of these units as of 2008 through its Lead Hazard Control Program, there is still a long way to go to rid National City of its lead based paint hazards. Young children are at the highest risk of developing health problems as a result of lead exposure, and low income families often cannot afford to remove lead based paint hazards from their homes. Therefore, directing



resources towards low-income residences where young children reside is a priority. Educating residents about the steps they can take to reduce the risk of lead exposure also is an important step toward eliminating hazards.



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