



Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead



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Director

November 10, 2011

TO: Pat Modugno, Chair
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FROM: Susan Tae, AICP, Supervising Regional Planner
Zoning Permits North Section

SUBJECT: **PROJECT NO. R2010-01627-(1-5)**
ADVANCE PLANNING CASE NO. 201000014
"HEALTHY DESIGN ORDINANCE" ("HDO")
AGENDA ITEM NO. 6; NOVEMBER 21, 2011

BACKGROUND

As your Regional Planning Commission ("Commission") may recall, in March 2010 the Los Angeles County ("County") Department of Public Health ("Public Health") announced the award of a two-year Centers for Disease Control and Prevention (CDC) grant totaling \$32 million, with half of those funds for programs addressing obesity and physical activity under Project RENEW (Renewing Environments through Nutrition, Exercise and Wellness). In May 2010, County Department of Regional Planning ("Regional Planning") was allocated funds to develop a Healthy Design Ordinance ("HDO"), with stipulation that the HDO be adopted and in effect by March 18, 2012.

Healthy design, for the purposes of this project, was defined as features of the built environment that promote physical activity in the form of walking, bicycling and exercise. Healthy design guidelines were developed that set basic principles as well as identify broad areas of healthy design features for implementation, and were presented to your Commission to provide a framework for the development of the HDO (please see **Attachment A**). As efforts related to healthy design are expected to continue after adoption of this initial HDO effort, these guidelines were also intended to assist future efforts by informing future policy, procedure and regulation changes related to healthy design.

Regional Planning contracted with *Alta Planning + Design* ("Alta"), HDO's project consultant, to primarily conduct background research and facilitate stakeholder outreach on healthy design concepts. Alta prepared a number of reports, culminating in the final Healthy Communities Report ("HCR") (**Attachment B**), which summarized their previous research addressing such areas as case studies for rural, suburban and urban healthy design; healthy design best practices; and a cost comparison analysis of healthy design against existing County Code standards, including impacts to Regional

Planning, and County Departments of Public Works, Fire, Parks and Recreation, and Public Health.

DRAFT HEALTHY DESIGN ORDINANCE

A draft ordinance (**Attachment C**) has been prepared, amending Title 21 (Subdivision Ordinance) and Title 22 (Planning and Zoning Ordinance) of the County Code, for the following:

TITLE 21 (SUBDIVISION ORDINANCE)

PROVIDE BETTER WALKING ENVIRONMENTS

- **Pedestrian Access** (Sections 21.24.090, 21.24.190, 21.24.210, 21.24.380, 21.32.180)

These amendments will improve access, and the convenience and comfort for pedestrians, thereby helping the County encourage more physical activity through walking.

Alternate Cross Section

The standard roadway design includes a parkway, or landscaped area, between the traveled roadway and the sidewalk, for all local streets. The alternate cross section design places the sidewalk, and the pedestrian, next to the traveled roadway. Currently, the Subdivision Ordinance allows the alternate cross section roadway design be used except when it is inconsistent with the design of adjoining streets. As the alternate cross section creates a less-friendly walking environment, the HDO proposes that the alternate cross section design no longer be an option for residential streets connecting to highways, and streets adjacent to schools and multiple residential uses. Where the alternate cross section remains an optional design, the HDO also proposes to increase the sidewalk width from five feet to five-and-one-half (5.5) feet.

Public Sidewalks

Currently, the Subdivision Ordinance requires a minimum sidewalk width of four feet for public streets, and private and future streets, which complies with current minimum Americans with Disabilities Act ("ADA") requirements for pedestrian public access. The HDO proposes to increase the minimum required sidewalk width from four feet to five feet. This will allow for more space when two people cross paths on a sidewalk as well as when a person walks alongside someone in a wheelchair.

Private Improved Walkways

Currently, requirements and standards for pedestrian access only apply to public sidewalks. The HDO proposes to establish similar standards for private walkways. Walkways are proposed to be required along any required fire lane within residential condominium developments, and within all commercial and industrial subdivisions. Pedestrian walkways are also proposed to be at least five feet wide, except eight feet

wide for internal mid-block crossings through large blocks (different from street mid-block crossings).

Cul-de-Sac Through Access

While cul-de-sac street design provides benefits in certain subdivisions, lack of many sidewalk connections creates longer trips for pedestrians. The HDO proposes to require public through access, if cul-de-sacs are proposed as part of a subdivision, when the connection can provide access to nearby streets, trails, recreational facilities, schools and/or commercial areas. General design standards encouraging defensible space design also include walls and fences that allow for visibility, sufficient lighting, and gating only where necessary for safety reasons.

- Landscaping (Sections 21.24.210, 21.24.380, 21.32.195)

These amendments will help increase pedestrian comfort by filtering sunlight and reducing temperatures, thereby helping the County encourage more physical activity through walking for transportation and exercise.

Front Yard Trees

Currently, one tree is required within the front yard of each new residential lot. However, the requirement does not address the planting location within the front yard. The HDO proposes to enhance the front yard tree requirement by having trees provide shade cover along the public sidewalk adjacent to the front yard planting area. This new requirement specifies the spacing interval of 25 feet for trees along sidewalks so that a continuous shade canopy can be provided once trees have matured.

Landscape Strips

Currently, any pedestrian-related landscaping requirements are in the public parkway next to sidewalks. The HDO proposes to establish similar standards along private walkways by requiring minimum four-foot landscape strips. Landscape strips are proposed to be required along main pedestrian walkways in higher-density residential condominium developments, and within all commercial and industrial subdivisions.

ENHANCE PROJECT REVIEW REQUIREMENTS

- Plan Details (Sections 21.16.015, 21.40.040, 21.48.040)

These amendments will help staff counsel applicants and review projects for healthy design features. By better understanding the relationship between walkways and buildings, particularly in condominium developments when buildings are sited, staff can review and encourage a layout for a more comfortable walking environment. By also increasing general awareness about healthy design features, this thereby helps the County encourage more physical activity through walking and bicycling.

Street sections (or street cross sections) are drawings on plans that show the width of the street, and the improvements within. Currently, the Code only details the minimum information for the street section detail. By practice, engineers typically only show

roadway paving, curb, gutter, and sidewalk improvements. The HDO proposes that additional features, such as tree plantings, street lights, walls, fences, and adjacent building facades, be shown on all tentative maps and exhibit maps as well as any required improved pedestrian walkways and landscaping strips.

- **Higher Burdens and Findings** (Sections 21.24.065, 21.24.090, 21.32.070, 21.32.180)

These amendments will encourage more pedestrian and bicycle-friendly projects by placing greater consideration for pedestrians and bicyclists.

Alternate Cross Section

Currently, the Subdivision Ordinance allows the use of the alternate cross section roadway design, except when inconsistent with the design of adjoining streets. As the alternate cross section creates a less-friendly walking environment, the HDO proposes to more strongly encourage the standard cross section by only allowing the alternate design for existing improved streets, when the advisory agency finds that the standard cross-section is unnecessary to provide for the safety and convenience of pedestrians, including children, senior citizens, and persons with disabilities as well as where such streets will not serve residential or commercially zoned property, pedestrian-heavy uses such as schools and parks, and not impact existing bicycle facilities and proposed facilities under the County's Bicycle Master Plan.

Other

There are other provisions throughout Title 21 that allow for modification or waiver when topography, title limitations, existing improvements, and/or safety considerations exist. As the HDO proposes to amend Title 21 to provide for greater access and safety for pedestrians, the HDO also proposes that if modifications or waivers are proposed, or different standards may be applied, that the applicant also show that the needs of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities, are maintained.

OTHER

Other amendments within the HDO (Sections 21.24.065 and 21.24.090) include updated street cross sections, which provide more detail regarding the parts of the cross-sections for urban and rural street improvements.

TITLE 22 (ZONING ORDINANCE)

PROVIDE BETTER WALKING ENVIRONMENTS

- **Pedestrian Access** (Section 22.48.250)

This amendment will improve access, and the convenience and comfort for pedestrians, thereby helping the County encourage more physical activity.

Currently, the Zoning Ordinance requires a minimum sidewalk width of four feet, which complies with current minimum Americans with Disabilities Act (“ADA”) requirements for pedestrian public access. The HDO proposes to increase the minimum sidewalk required width from four feet to five feet. This will allow for more space when two people cross paths on a sidewalk as well as when a person walks alongside someone in a wheelchair.

▪ **Landscaping** (Sections 22.52.1060, 22.52.2260)

These amendments will help increase pedestrian comfort by filtering sunlight and reducing temperatures, thereby helping the County encourage more physical activity through walking and bicycling for transportation and exercise.

Landscape Strips

Currently, any pedestrian-related landscaping requirements are for the public parkway next to sidewalks. The HDO proposes to establish similar standards along private walkways by requiring minimum four-foot landscape strips. When separate walkways are provided within commercial and industrial parking lots, four-foot landscape strips are also proposed to be required.

Shade Trees

Currently, the Drought-Tolerant Landscaping (“DTL”) ordinance addresses greater efficiency in water use by addressing appropriate plants for landscaping. However, many drought-tolerant plants do not grow to a size where they can provide adequate shading for pedestrians and bicyclists. The HDO proposes an exemption for trees that provide shade cover for pedestrian and bicycle facilities, such as bicycle racks, when the County Biologist deems appropriate; the project’s remaining landscaping is still subject to the DTL ordinance. Within any provided parking lot landscape strips, the HDO also proposes to require shade trees every 25 feet.

ENCOURAGE MORE BICYCLING

▪ **Bicycle Parking** (Sections 22.52.1005, 22.52.1225)

These amendments will require safe, secure bicycle parking, which will help support more physical activity through increased bicycle ridership.

The HDO proposes required short-term and long-term bicycle parking for new buildings, and any buildings with additions of 15,000 square feet or more, with number of required spaces based on the size and nature of the use, with a typical minimum of two bicycle parking spaces.

Short-Term Bicycle Parking

The HDO proposes that bicycle parking intended for periods two hours or less is considered short-term bicycle parking, and is appropriate for short visits to commercial establishments, such as grocery and convenient stores, restaurants, coffee shops, bars and clubs, and office uses such as medical, dental, and post offices. Short-term bicycle

parking is proposed to be required in a manner designed for public visibility and convenience.

Long-Term Bicycle Parking

The HDO proposes that bicycle parking intended for periods longer than two hours is considered long-term bicycle parking, and is appropriate for users such as residents, employees/workers, transit users, hotel visitors. Long-term bicycle parking is proposed to be required in a manner designed for safety and security.

Shower and Changing Facilities

The HDO proposes to require shower and changing facilities for bicyclists in all new commercial and industrial buildings 75,000 or more square feet in gross floor area.

▪ Reduced Vehicle Parking (Section 22.52.1081, 22.56.1020)

These amendments will provide incentive to developers who provide more than the required amount of bicycle parking, particularly near transit where bicycle ridership is supported.

Vehicle Parking Reduction near Transit

Currently, the Zoning Ordinance requires developments provide vehicle parking when any building or structure is altered or enlarged, and if nonconforming due to parking, are required to comply with the nonconforming provisions. As a way to support provision of bicycle parking, particularly in areas where bicycle ridership is supported by transit connections, the HDO proposes that when more than required bicycle parking is provided for developments within one-half mile of a transit stop, required vehicle parking may be automatically reduced by up to five percent.

Director's Review for Parking Deviation

Currently, the Zoning Ordinance includes a Director's Review procedure for a parking deviation, or a required parking reduction of up to 30 percent. A Parking Permit is required for reductions in required parking of up to 50 percent. The HDO proposes to encourage bicycle parking by allowing the consideration of more than bicycle parking for any parking deviation application that proposes less than required vehicle parking. Any reduction in bicycle parking requirement would require a full Parking Permit.

IMPROVE ACCESS TO HEALTHY FOODS

▪ Farmers' Markets (Sections 22.08.060, 22.20.100, 22.20.200, 22.20.290, 22.20.370, 22.20.440, 22.24.100, 22.24.140, 22.28.050, 22.28.100, 22.28.150, 22.28.200, 22.28.250, 22.28.310, 22.40.220, 22.40.430, 22.52.2600-22.52.2650, 22.56.1835)

These amendments will help increase access to, and awareness of, farmers' markets, and encourage a pedestrian-oriented use, thereby encouraging better access to

healthier foods as well as physical activity.

Currently there are no explicit provisions for farmers' markets. The HDO proposes to allow farmers' markets in commercial and the heavy agricultural zones through a director's review site plan. Farmers' markets are also proposed to be permitted in the residential, light agricultural and open space zones, with the approval of a minor conditional use permit. For infrequent farmers' markets with six events or seven weekends in a 12-month period, a temporary use permit can be filed in any zone; an extended use temporary use permit would apply for infrequent markets over multiple years. Development standards for farmers' markets also address hours of operation, noise, trash, inspections, parking, and forms of payment.

- **Community Gardens** (Sections 22.08.030, 22.20.070, 22.20.170, 22.20.260, 22.20.340, 22.20.410, 22.24.070, 22.24.080, 22.24.120, 22.24.130, 22.28.050, 22.28.080, 22.28.130, 22.28.180, 22.28.230, 22.28.290, 22.40.190, 22.40.350, 22.40.410)

This amendment will help increase access to, and awareness of, community gardens, thereby encouraging better access to healthier foods as well as physical activity through gardening in local (i.e. walkable) locations.

Currently, there are no provisions for community gardens. The HDO proposes to add community gardens as a use through the definition and zoning sections of the Zoning Ordinance. Community gardens are to be permitted by right in all residential, agricultural, and most commercial zones, with sales of products from community gardens only permitted in agricultural zones with minimum one acre. Community gardens have also been added to other zones, including Open Space, and the Resort and Recreation zone.

ENHANCE PROJECT REVIEW REQUIREMENTS

- **Plan Details** (Sections 22.56.030, 22.56.1010, 22.56.1680, 22.56.2620)

These amendments will help staff review projects and counsel applicants on healthy design features as well as increase general awareness about healthy design features, thereby helping the County encourage more physical activity through walking and bicycling.

The HDO proposes that bicycle parking and pedestrian facilities be depicted on site plans required by Title 22.

- **Higher Burdens and Findings** (Sections 22.48.250, 22.48.290, 22.56.040, 22.56.1020, 22.56.1690, 22.56.1762)

These amendments will encourage more pedestrian and bicycle-friendly projects by placing greater consideration on pedestrians and bicyclists, particularly in discretionary projects.

Improvement Determinations

There are provisions in Title 22 that allow the Road Commissioner (i.e. Director of County Department of Public Works) (“Public Works”) or the Director of Regional Planning, to determine or waive road improvements. The HDO proposes that in making these determinations, Public Works and Regional Planning consider the safety and convenience of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities.

Burdens of Proof

Currently, discretionary projects are required to meet certain burdens of proof for approval. As the HDO proposes to amend Title 22 to provide for greater access and safety for pedestrians, the HDO also proposes that for discretionary projects, applicants show that the needs of bicyclists and pedestrians have been maintained.

Also, by not adding bicycle parking to Section 22.56.1762, HDO proposes to require a Parking Permit for any reduction in bicycle parking, furthering the emphasis on developments meeting all of the requirements for bicycle parking.

GENERAL PLAN CONSISTENCY

The Los Angeles County General Plan (“General Plan”) contains many goals and policies addressing health, air quality, and conservation of natural resources. As the HDO addresses the obesity epidemic by encouraging physical activity through walking, bicycling and exercise, which directly or indirectly relate to many of these policies, the HDO is overall consistent with the General Plan.

A more detailed discussion, including excerpts of applicable General Plan language, has been prepared, and is attached as **Attachment D**.

ENVIRONMENTAL DOCUMENT

A draft initial study for the HDO was prepared and circulated within County departments before circulation to reviewing agencies including: the Los Angeles Regional Water Quality Control Board, the Lahontan Regional Water Quality Control Board, the California Coastal Commission, the State Department of Fish and Game, the State Department of Parks and Recreation, the Santa Mountains Conservancy, the National Parks Service, the National Forest Service, Edwards Air Force Base, the Resource Conservation District of the Santa Monica Mountains, the State Historical Resources Information Center, San Gabriel and Lower LA Rivers and Mountains Conservancy, the Gabrieleno/Tongva Tribal Council, the South Coast Air Quality Management District, and the State Department of Transportation – District 7.

The initial study concluded that the HDO would not have a significant effect on the environment, and therefore a Negative Declaration has been prepared for the HDO

(Attachment E).

OUTREACH AND CORRESPONDENCE

OUTREACH

RENEW Participation and Networking

Throughout the development of the HDO, staff attended quarterly RENEW Coalition meetings coordinated by Public Health. These RENEW meetings included activities and presentations related to a broad range of health issues, including workplace breastfeeding, nutrition, and joint use agreements with parks and schools. These meetings helped place the HDO within the context of the County’s greater efforts to improve overall health using various methods. RENEW meetings also presented outreach opportunities to discuss the HDO with other County staff and speakers. By being more aware of the importance of a healthy diet and nutrition, staff incorporated community gardens and farmers’ markets as an opportunity to address access to healthy foods within the built environment.

Stakeholder Workshops

Alta conducted stakeholder workshops in January and July of 2011 to present an overview of the HDO effort, and provide a summary and discussion of healthy design concepts. County representatives included Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health as well as staff from Riverside County’s Public Health. The workshops helped to build a consensus among County stakeholders, and educate in effective healthy design best practices. The workshop meeting minutes are attached as **Attachment F**.

Community Outreach Meetings

Staff conducted three community meetings in September and October 2011 in each of Planning’s Service Areas (North, East and West). Staff gave a brief presentation of the proposed HDO, followed by interactive sessions to demonstrate and apply healthy design features related to wider sidewalk widths, bicycle parking, community gardens, and farmer’s markets. Those in attendance included a representative from the Building Industry Association and an association of realtors as well as community members and a public health stakeholder.

Other Meetings

Along with working closely with Public Health throughout the process, during the development and discussion of the draft HDO staff consulted with several groups established within the Department and County, including Regional Planning’s internal Policy and Implementation Review Committee with representatives from all four Divisions; County’s internal Development Review Committee with representatives from Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health; Regional Planning’s Development Advisory Group with representatives from the entitlement and engineering community; and Public Works’ Land Development Advisory

Committee with representatives from the engineering, development and construction community.

CORRESPONDENCE

To date, staff has received one item of correspondence from the City of San Dimas with support for HDO efforts as well as recommendations to increase bicycle parking requirements (**Attachment G**).

STAFF ANALYSIS AND RECOMMENDATION

Of the healthy design features identified in the Healthy Design Guidelines, the draft HDO addresses:

- Pathways and Trails: Proposed pedestrian and bike pathways on cul-de-sacs that allow through-connection to nearby uses such as schools, parks and recreation centers.
- Street Design: Proposed increase in standard sidewalk width from four to five feet; proposed improvement in plan review standards to depict more detail in street section designs (i.e. showing "complete streets" elements); proposed elimination of the alternate cross section design option except in a few circumstances, and allowing a landscape buffer on the curb that provides additional comfort for pedestrians.
- Transit Stops: Proposed new bicycle parking standards for private developments, including incentives for more bicycle parking in those areas located near transit.
- Landscaping: Proposed elimination and reduction in use of the alternate cross section except in a few circumstances, allowing a landscape buffer on the curb that provides additional comfort for pedestrians; proposed addition of landscape buffer requirement along fire lanes in private developments; proposed enhanced front yard tree planting requirements for new residential lots at spaced intervals adjacent to sidewalks; and exemption for shade trees from drought-tolerant requirements for some private developments where better shade tree plantings are needed.
- Parking: Proposed five percent reduction in vehicle parking requirements when additional bicycle parking is provided near transit.

Of the recommendations developed by Alta in the HCR, the draft HDO addresses:

- Minimum six foot wide transverse pedestrian way (midblock crossing): The draft HDO proposes to improve the existing midblock crossing standard by requiring a minimum width of eight feet. (HCR, p. 23)

- Interconnected network of public passageways and trails for pedestrian and bicycle travel: The draft HDO proposes cul-de-sac through connections to facilitate such travel. (HCR, pp. 23 & 26)
- Civic spaces and community facilities in close proximity to residences: The draft HDO includes community gardens and farmers' markets in various zones, including residential, agricultural, and commercial zones. (HCR, p. 26)
- Reduced vehicle parking and adding bike parking standards: The draft HDO proposes new bicycle parking standards for a wide variety of land uses, and also proposes a five percent vehicle parking reduction by right when additional bicycle parking is provided near transit. (HCR, p. 27)
- Minimum five foot wide sidewalks along streets; The draft HDO proposes to increase the current minimum sidewalk width from four to five feet, and to five-and-one-half (5.5) feet for the alternate cross section. (HCR, p. 28)
- Bicycle parking amenities in private developments located near transit stops: The draft HDO proposes new bicycle parking standards for a wide range of private developments, including incentives for additional bicycle parking near transit stops. (HCR, p. 29)

Staff Recommendation

In consideration of the above facts and analysis, staff recommends that the Regional Planning Commission close the public hearing, and recommend adoption of the Healthy Design Ordinance to the Board of Supervisors.

RECOMMENDED MOTION: I move that the Regional Planning Commission close the public hearing, and adopt the Negative Declaration.

RECOMMENDED MOTION: I move that the Regional Planning Commission recommend approval of the Healthy Design Ordinance, to the Board of Supervisors.

SMT:st/jds/jsh
11/10/11

- Attachments:
- (A) Healthy Design Guidelines
 - (B) Final Healthy Communities Report
 - (C) Draft Healthy Design Ordinance, dated November 10, 2011
 - (D) General Plan Consistency
 - (E) Environmental Document
 - (F) Stakeholder Workshop Meeting Minutes
 - (G) Correspondence
 - (H) Draft Commission Resolution

HEALTHY DESIGN GUIDELINES

LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

Objective Statement

In order to effectively promote physical activity, healthy design seeks safe, convenient and pleasant places for pedestrians and bicyclists by minimizing hazards, increasing accessibility, and overall enhancing the look and feel of the built environment.

The overall goal of Healthy Design is to improve public health through changes in the built environment. The Healthy Design Ordinance (“HDO”) proposes changes to existing zoning and subdivision regulations that will increase levels of physical activity, assisting in reducing the County’s rates of obesity. The purpose of this document is to establish a basic framework and identify design areas for the HDO process and successive County efforts in healthy design.

Definition of Healthy Design

Healthy Design is defined as features of the built environment that promote physical activity in the form of walking, bicycling and exercise.

Healthy Design Principles

Safety, Convenience, Pleasantness

- **Safety**: Safety is a primary need for everyone. People will be reluctant to walk, bike and exercise in a public setting if they do not feel safe. The principle of safety includes those aspects of the built environment that may pose immediate dangers for pedestrians and bicyclists, such as crossings at busy intersections, as well as those that may tend to degrade the perception of safety, such as poor lighting and lack of windows in building fronts.
- **Convenience**: Even if an area is safe, people may not be able to effectively move through or use an area by foot or bike. Convenience relates to efficiency, further encouraging physical activity by making it easier for people to walk, bike and exercise. It includes the idea of proximity, or how close everyday uses (such as home, work and shopping) are together in space, but also specific equipment and improvements such as bike racks, park exercise stations, and sidewalks. Convenience is also closely related to the idea of accessibility of a neighborhood, which is having daily needs readily available in one’s environment.
- **Pleasantness**: Pleasantness is needed to ensure the longer-term enjoyment of the environment and relates to the ideas of attractiveness and comfort. Ideal examples are street landscaping and park spaces, which, when designed appropriately, can cool temperatures (by providing shade and reducing the “urban heat island effect”) and provide relieving views from structures and pavement.

Healthy Design Features

Organized below are 12 general categories of healthy design features that more directly relate healthy design and its principles to the built environment. These features describe some of the key ways to achieve healthy design while acting as basic starting points for new planning policies and regulations for healthy design.

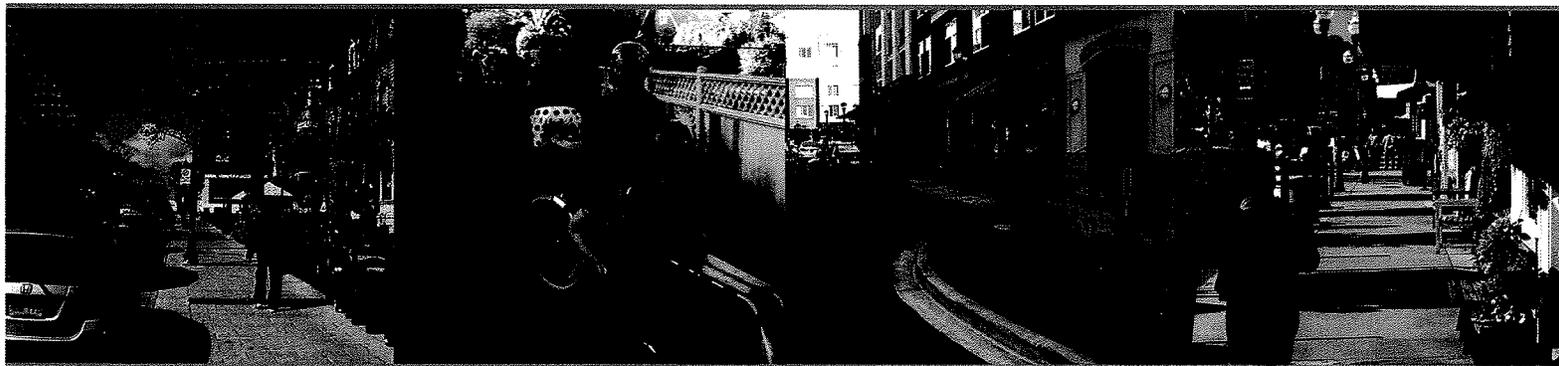
1. Pathways and trails: To make exercise more convenient in rural and suburban areas, standardize multi-purpose trail design so connector trails and trail amenities are provided at appropriate locations within private developments. Examples include improved signage at trail heads, fencing and directional signage along trail routes, benches, and public displays at historic or other points of interest. In suburban areas, place trails in "greenbelt" corridors that connect residences with recreational uses and other common destinations.
2. Mix of land uses: Integrate residential, commercial, office, and civic uses (such as schools, parks and transit stops) closer together at the neighborhood, block and building scale. At the neighborhood scale, arrange land uses in a "pedestrian shed" of ¼ to ½-mile walking distance and centered on a common destination such as a civic space or civic building, commercial center or transit station; at the block scale, include commercial, residential and office uses within the same block; and at the building scale, allow a wider range of everyday commercial uses such as bakeries, beauty salons and dry cleaners within buildings that have residential units.
3. Block design: To improve connectivity and accessibility, create standardized block designs and maximum perimeter lengths; make blocks smaller, with streets at more frequent intervals; in urban block designs, use rear lanes and alleys for alternative vehicle access, minimizing curb cuts on the street, and use alleys/rear lanes for trash and utilities to present a more attractive streetscape.
4. Street design: Better street designs can enhance safety, convenience and attractiveness. Modify road sections to provide "Complete Streets" allowing a greater variety of bike, pedestrian, transit and parking amenities and configurations that correlate to the surrounding land uses and zoning; and, to make existing streets safer for pedestrians, use standardized "traffic calming" devices such as grade-differentiated crosswalks, flashing signs, chicanes, roundabouts, dips and speed humps when appropriate.
5. Transit stops: To make transit use more convenient, include features in private developments such as shelters, benches, lockers, showers, bike parking, and improved signage that are located at or near bus and rail stops.
6. Parks and civic spaces: Create standardized typologies for open space such as parks, greens, squares, plazas and playgrounds that fit into rural, non-urban and urban contexts; to increase accessibility, integrate smaller open space areas into private developments at more frequent intervals in urban areas; and to encourage more routine use, further standardize open space designs to include facilities for exercise and dog owners.
7. Buildings: To improve safety and pedestrian access, place buildings closer to the sidewalk, with entrances and windows open and oriented toward the street; to increase

comfort and attractiveness, use features such as awnings and arcades over public sidewalks, and design building facades using proportions and materials appropriately scaled to the pedestrian.

8. Landscaping: To enhance comfort, use tree plantings at frequent intervals to provide more shade cover along pedestrian and bike routes, and ensure landscaping is provided next to the street to act as a buffer between pedestrians and vehicles, improving safety.
9. Parking: Reduce or eliminate minimum required parking standards in higher-density urban areas to encourage use of transit and/or shared parking and allow more space for other commercial, residential and/or civic uses; locate surface (off street) parking away from the sidewalk and street to enhance streetscape attractiveness, and standardize parking lot and parking structure designs to increase connectivity and comfort for pedestrians and bicyclists.
10. Walls, fences and porches: To increase attractiveness, use higher-quality building methods and materials (such as masonry stone, wood and wrought-iron) in walls and fences, and modify and/or establish wall, fence and front porch design, location and height standards so that these features better delineate public, semi-private and private spaces, increasing safety.
11. Lighting: Use street lights appropriate for the development context to improve overall safety and comfort, such as lower wattage and reduced-height light poles at more frequent intervals along busier residential and commercial streets.
12. Signs: Increase the attractiveness of the streetscape by using higher-quality construction methods and materials in commercial and advertising signs (such as a painted wood sign that has exterior lighting), and reduce the size of signs in urban areas so they are pedestrian-scale.

These guidelines are a tool to effectively address healthy design in the drafting of the HDO. Beyond the HDO, the guidelines will assist other County projects aimed at making the County an overall healthier place.

July 2011



Healthy Communities Report: Research and Recommendations for an LA County Healthy Design Ordinance

Los Angeles County Department of Regional Planning | Healthy Design Ordinance



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Introduction

In March of 2010, the Los Angeles County Department of Public Health (Public Health) announced the award of a Centers for Disease Control and Prevention (CDC) Communities Putting Prevention to Work grant of approximately \$16 million over a two-year period for activities addressing obesity and physical activity. As part of Public Health’s grant, Regional Planning received funds for the development of a Healthy Design Ordinance.

Regional Planning has had a long standing interest in ensuring that development in the County supports principles of new urbanism, mixed use development and more sustainable design practices. While the focus of this project is on healthy design, it is important to note that Regional Planning has been working on many similar initiatives since the 1990s. For example, in 1997, Regional Planning published a report titled “Livable Communities Guidelines,” which presented many similar concepts and design treatments as are discussed in this report, including narrow streets, improved pedestrian and bicycle facilities and grid street networks.



For the purposes of the Los Angeles County healthy design ordinance, “healthy design” is defined as features of the built environment that promote physical activity in the form of walking, bicycling and exercise.

In the summer of 2010, Regional Planning directed a consultant team to conduct research and stakeholder outreach in an effort to provide information to help inform the process of developing a healthy design ordinance for Los Angeles County. Because the relationship between built environment design and health is complex, there was a need to focus the scope of the project. Thus, Regional Planning determined that for the purposes of the HDO in Los Angeles County, “healthy design” will be defined as features of the built environment that promote physical activity in the form of walking, bicycling and exercise, and preparation of the Healthy Design Ordinance (HDO) will follow one core principle:

The built environment must be made safe, convenient and pleasant for pedestrians and bicyclists by minimizing hazards, improving accessibility and increasing attractiveness.

It should be noted that the CDC has identified other ways in addition to increasing physical activity and supporting active transportation in which community design can improve health¹, including:

- Reducing injury
- Increasing access to healthy food
- Improving air and water quality (minimizing the effects of climate change)



Healthy Community Design

L.A. County Healthy Design Ordinance is focused on design features that promote walking, biking, and exercise.

1 www.cdc.gov/healthypaces/default.htm

Introduction

- Decreasing mental health stresses
- Strengthening the social fabric of a community
- Providing fair access to livelihood, education, and resources

Fortunately, many of these mutually reinforce one another. However, the HDO should not be viewed as the last word in healthy design, as many of these areas were not directly considered.

In addition to the core principle, Regional Planning's HDO guidelines present 12 examples of healthy design features that may be included within the HDO to address health in the built environment:

- | | |
|--------------------|-------------------------------------|
| ■ Block design | ■ Buildings |
| ■ Landscaping | ■ Lighting |
| ■ Mix of land uses | ■ Multi-purpose pathways and trails |
| ■ Parking | ■ Parks and civic spaces |
| ■ Signs | ■ Street design |
| ■ Transit stops | ■ Walls, fences and porches |

The HDO guidelines are intended to establish a basic frame of reference for County staff, the public and staff from other agencies as changes to County standards are discussed and proposed as part of the HDO. They are also meant to introduce the HDO to other ongoing Los Angeles County planning efforts such as the Transit-Oriented District ("TOD") update, Master Trails and Bikeways Plan Update, Zoning



Los Angeles County has had a long standing interest in ensuring that development in the County supports healthy communities.

Ordinance Update Program ("ZOUPE"), community/area plan updates and the Countywide General Plan Update. The HDO's coordination with the General Plan Update is especially critical as the General Plan Update proposes many policies that relate to healthy design.

As a first step the consultant team and Regional Planning staff conducted preliminary outreach that included a series of interviews with stakeholders in Los Angeles County departments that interface with the existing code. In addition, a stakeholder workshop was held in January 2011. The workshop introduced representatives from six County departments to the goals for the HDO and gathered information about concerns and opportunities for development of the HDO. The information gathered informed the direction of research for the case studies, best practices and costs and benefits of healthy design described below.

This report summarizes efforts and findings of research conducted to support development of the Healthy Design Ordinance (HDO). The report is followed by a technical appendix which contains more detailed information on the topic areas highlighted in this document. The research topic areas included in this summary and the appendices are outlined below:

- State Legislation – Provides an overview of opportunities to coordinate compliance on existing mandates and capitalize on opportunities to meet multiple objectives.
- Case Studies – Examines healthy design approaches in rural, suburban and urban areas in order to provide context for healthy design in the many landscapes of Los Angeles County.
- Best Practices – Provides concrete examples of how different design elements can support walking and bicycling.
- Cost and Benefits of Healthy Design – Provides a preliminary analysis of the economic impact of healthy design alternatives.
- Potential Code Recommendations – Provides example code language for design features that support bicycling and walking based on best practice.

I. State Legislation

The Healthy Design Ordinance can support Los Angeles County in meeting state level mandates and may provide opportunities to coordinate and capitalize on compliance efforts. Recent regulatory initiatives in California have created a mandate to consider project impacts upon greenhouse gas (GHG) emissions in order to limit the effects of global warming. A key issue related to GHG emissions is that vehicular travel contributes significantly to overall emissions. Statewide, transportation emissions from vehicles generate over one-third of overall emissions. At a municipal level, transportation may contribute more than 50 percent to citywide or countywide emissions.



Transportation emissions contribute close to half of all greenhouse gas emissions in Los Angeles County. Source: Ernesto Andrade

In addition, the State has passed regulation that long range planning must include policies that support the development of multimodal transportation networks. Code and ordinance changes that support active transportation will complement compliance requirements related to multimodal transportation and GHG emissions. The following section summarizes the three most relevant complimentary regulations.

AB 32: Global Warming Solutions Act of 2006

AB 32, passed in 2006, directed the California Air Resources Board (ARB) to begin developing early actions to reduce greenhouse gas emissions and to develop a scoping plan to identify how best to reach the 2020 greenhouse gas emissions reductions. Part 2 of AB 32 requires the development of mandatory GHG emissions reporting. AB 32 sets a mandate for the California Air Resources Board rather than for local cities and counties.

SB 375: Transportation Planning: Improved Travel Demand Models: Preferred Growth Scenarios: Environmental Review

Senate Bill 375, which was signed into law September 2008, implements AB 32. Senate Bill 375 enhances California's ability to reach its AB 32 goals by promoting good planning with the goal of more sustainable communities. Under the law, the California Air Resources Board (ARB) has until September 2010 to develop regional GHG emission reduction targets for passenger vehicles, which account for a third of the state's GHG emissions. ARB is required to establish targets for 2020 and 2035 for each region covered by one of the State's 18 metropolitan planning organizations (MPOs). Each of California's MPOs will then prepare a "sustainable communities strategy (SCS)" that demonstrates how the region will meet its GHG reduction target through integrated land use, housing and transportation planning. Once adopted by the MPO, the SCS will be incorporated into that region's federally enforceable regional transportation plan (RTP). ARB is also required to review each final SCS to determine whether it would, if implemented, achieve the GHG emission reduction target for its region.

I. State Legislation

AB 1358: The Complete Streets Act of 2008

AB 1358 was signed into law in September 2008.

Commencing on January 1, 2011, the bill requires that complete street policies be included in the circulation element of city and county general plans when they undergo a substantive revision. Complete streets are defined as highways and city streets that provide routine accommodation to all users of the transportation system, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

The adoption of complete streets policy language has goals in common with both of the greenhouse gas bills (AB 32 and SB 375). As described in Section 2.g of AB 1358, "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit."



Complete Streets policies and ordinances ensure that roads are designed (or redesigned) for all users: automobiles, transit, bicyclists and pedestrians.

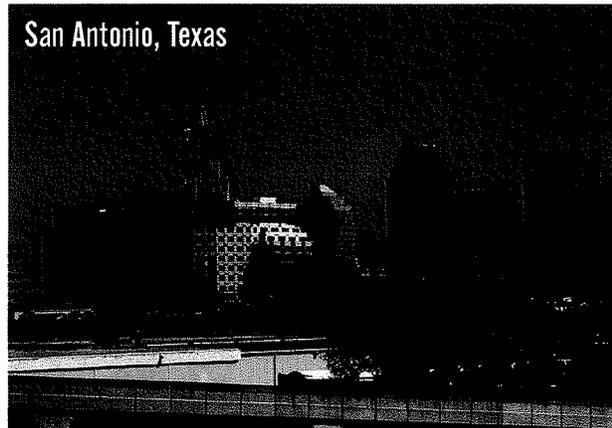
II. Healthy Design Case Studies

Many communities in the United States have begun to realize that the built environment – the place where people live, work and play – has direct implications on their well being. In many instances, barriers to shaping healthier communities can reside within the local agency’s policies and regulations related to planning and development. In order to understand how other communities have addressed health through design, the project team conducted case studies for communities representing urban, suburban, and rural contexts. The case studies provide a detailed look into the achievements of three communities that have developed guidelines, policies and ordinances intended to contribute to healthier and more active local environments.

The case studies conducted include the following agencies and planning efforts:

- The City of San Antonio, Texas, for changing its zoning ordinances to include the Unified Development Code and Form-Based Code;
- The City of Richmond, California, for developing a progressive General Plan, which includes a Public Health element to improve the health outcomes of the community; and
- The San Joaquin Valley region in central California, for their recent efforts in addressing Smart Growth and healthy communities by design.

The following section summarizes notable efforts taken by each community to incorporate healthy design guidelines and development standards. The summaries were developed through review of relevant documents and interviews with select individuals. Complete reports for the case studies are located in Appendix B.



Large infill development near downtown San Antonio includes residential and mixed uses. This is the first large scale development project that benefited from the Form-Based Zoning District. Source: City of San Antonio, UDC Administration

San Antonio, Texas – Urban Case Study

The City of San Antonio is the seventh largest city in the country with a population of 1.4 million. The city serves as the seat of Bexar County, the 19th most populous county in the nation. (Los Angeles County is the most populous county in the country).

San Antonio’s development pattern features predominantly low population densities outside of the city core. Much like the City of Los Angeles, San Antonio used to be surrounded by unincorporated county land. However, due to the flexible annexation laws of the City, by 2002 most of Bexar County was annexed by the City of San Antonio.

Approach - Unified Development Code

In 2001, a Unified Development Code (UDC) was adopted to replace the City’s 1938 and 1965 zoning and subdivision codes. The code update was an implementation action of the 1997 San Antonio Master Plan, which provided a functional framework to guide the development and implementation of new and progressive policies in the City related to growth management, community services, neighborhoods and urban design.

II. Healthy Design Case Studies

Although the intent of the code update was not motivated by healthy community design principles, the UDC presents a comprehensive ordinance with useful guidelines regulating development patterns that are in accordance with healthy design development standards, including the following:

- Traditional Neighborhood Development,
- Transit-Oriented Development, and
- Form Based Development.

The San Antonio UDC was created to consolidate in one ordinance all the regulations and legislation related to land use and development patterns, including conventional subdivisions, commercial centers, traditional neighborhood development, transit-oriented development, and form-based development, among others.



*Multi-family development requirements in San Antonio include maximum setbacks and maximum block size.
Source: City of San Antonio, UDC Administration*

Primary Elements

Form-Based Zoning District

From 2006 to 2007, a Form-Based Zoning District (FBZD) was created and amended to the Unified Development Code. This code change was initially developer-driven, intending to develop a specific green-fill zone under the parameters of Form-Based Code. There were no code language changes, but a new chapter was added to Article 2 of the Unified Development Code, creating the FBZD in a portion of the City delimited by specific boundaries. In 2009, the FBZD was changed again to allow Form-Based development citywide. This change came about by the need to regulate urban infill in a more progressive way.

Best Practices for Zoning, Land Use and Development Standards

The Unified Development Code of San Antonio supports healthy design by implementing a number of practices that improve the environment for bicycling and walking. The code includes the following:

- Land Use
- Smart growth
- Neighborhood pattern and block assembly
- Active spaces
- Transportation Design
- Pedestrian and bicycling facilities
- Parking requirements
- Off-street paths
- Development Standards and Design
- Building orientation and setbacks
- Building treatments/facades
- Landscaping and screening



*Richmond's renovated Civic Center provides an attractive and comfortable civic space to residents and visitors.
Source: City of Richmond Planning Department*

Richmond, California – Suburban Case Study

The City of Richmond is located in the San Francisco Bay Area, on the western shore of Contra Costa County. Richmond is considered a residential inner suburb of San Francisco. Given the large presence of industrial and commercial land uses, the city also offers many employment opportunities for its residents.

The land use, demographics and culture of Richmond present opportunities for healthy design. As an example, approximately 30 percent of the city is comprised of parks and open space, including greenways and trails.

Approach - General Plan Update and Development Code

The City of Richmond was the first city in California to include a Public Health element in its General Plan. Starting in 2007, the City began developing a comprehensive Community Health and Wellness Element for its General Plan, seeking to address not only concerns related to the built environment, but also socio-economic conditions associated with health inequalities among low-income and minority communities.

The City of Richmond's General Plan incorporates the concepts of sustainability, smart growth, transit-oriented development, and new urbanism as guiding principles for the design and development of the

community. Through the General Plan, Richmond addresses factors that influence physical and mental health including physical activity, nutrition, bicycle and pedestrian safety, environmental quality, and neighborhood quality.

A primary goal of integrating a health element into the General Plan was to improve the health outcomes in the community by creating complete neighborhoods that provide services to their residents within walking distance of their homes.

Upon adoption of the General Plan by the City Council, the City Ordinances will undergo a revision process to change the language in accordance with the General Plan recommendations. Nonetheless, the City of Richmond's code already includes a number of ordinances that are relevant to healthy living and active transportation. The following section summarizes the opportunities for healthy design identified in the City of Richmond code. The most significant addition that is expected is including mixed-use zoning as a land use type in the ordinance to allow the development of complete neighborhoods throughout the City. Other code updates associated with the General Plan implementation include guidelines for Senior Housing, Urban Agriculture and Crime Prevention.

In April 2011, the General Plan update was under public review with adoption hearings being scheduled in the near future. Prior to formal adoption, the Planning Department began implementing the policies of the Plan in two pilot neighborhood programs surrounding two elementary schools. City staff worked with the neighborhood associations, PTAs and School Boards to develop an Action Plan to improve health and safety within the selected communities. The goal is to expand these pilot programs to the entire city through the implementation of the General Plan.

Primary Elements

Richmond's General Plan introduces a range of innovative features intended to sustain and improve the quality of life for its residents. Each element included in the Plan reflects the community's vision and goals for the future development of the city. The following

II. Healthy Design Case Studies

section summarizes the key health-related elements of the General Plan.

Element 3 – Land Use and Urban Design

The intent of this element is to realign the City’s land uses using a flexible development framework to promote community identity and active living by focusing on higher-density and mixed-use development in urban corridors. This element also promotes sustainable development patterns that enhance mobility options in the city by changing the character of streets to make them more pedestrian and community friendly.

Element 4 – Circulation

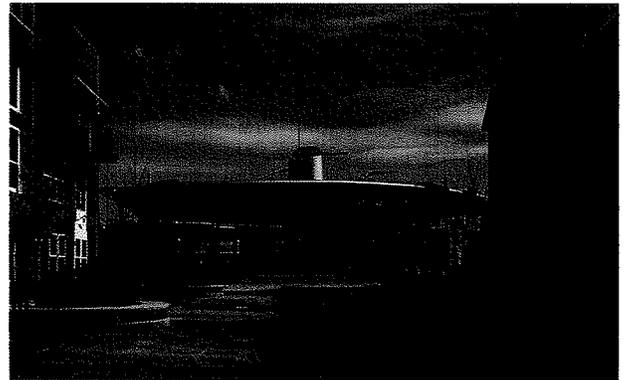
The Circulation element of the General Plan offers a progressive vision of the transportation system, focusing on multimodal access and interconnectivity to ensure efficient mobility and access for all residents. The Circulation element defines goals for improving the transportation system and mobility options for residents, and identifies policies to address the transportation needs required to provide safe and comfortable conditions for pedestrians and bicyclists. The City of Richmond plans to integrate transportation demand management policies into the General Plan as a strategy to create a more sustainable transportation system. Also, the City supports the use of low impact development practices to treat and retain stormwater, specifically in the design of pedestrian and parking facilities.

Element 6 – Community Facilities and Infrastructure Element

The Community Facilities and Infrastructure element expands upon the development standards guidelines for the City in order to provide services, amenities and infrastructure for all residents. The goals, policies and implementation actions are intended to improve the physical infrastructure, public utilities and services to improve the health and overall well being of residents.

Element 11 – Community Health and Wellness

The Community Health and Wellness element of the General Plan serves as the backbone for the healthy design objectives that the City strives to achieve. This element describes the status of health and wellness

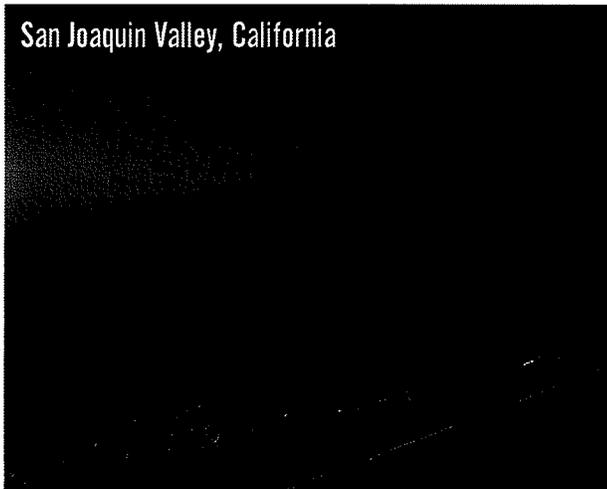


A Transit Oriented Development in downtown Richmond provides features of a healthy community design. Source: City of Richmond Planning Department

in the city and defines goals for promoting healthy living. Some of the goals, policies and implementation actions of this element are incorporated into other elements of the Plan. Through the incorporation of healthy design into the planning process, the City of Richmond is striving to become a leader in building healthy communities, using the following strategies which other communities may want to emulate:

- Develop standards and guidelines to evaluate the health benefits and impacts of significant development programs.
- Develop a program that measures health outcomes over time to assess the effectiveness of city policies and programs.
- Develop a marketing campaign to promote healthy lifestyle choices.
- Establish a program to recognize projects and programs that achieve multiple health objectives.

San Joaquin Valley, California



The San Joaquin Valley is California's top-producing agricultural region, serving as the economic vitality for the area's residents.

San Joaquin Valley, California – Rural Case Study

The San Joaquin Valley (Valley) is a region in central California, south of Sacramento, comprised of eight counties: Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The Valley is California's top-producing agricultural region, serving as the economic vitality for the area's residents. In addition to priceless farmlands, the Valley is home to some of the nation's most valuable natural resources, including the San Joaquin Delta, and Yosemite, Kings Canyon and Sequoia National Parks. The rural character of the region is changing as a result of significant population growth, with considerable development anticipated throughout the next decade.

The San Joaquin Valley has an ethnically diverse population and contains some of the highest poverty rates in the country. The lack of resources presents substantial limitations in developing and sustaining healthy and active communities. Other constraints to creating more active, healthy communities include poor air quality, extreme weather conditions during winter and summer months and inadequate existing infrastructure. Consequently, there are high rates of asthma and obesity, particularly among children and youth, as well as Type 2 diabetes. The economic cost of these issues in California has reached the billions of dollars with regards to health care and lost

productivity, with a sizeable portion of that total from the San Joaquin Valley.

Approach

The challenges and issues discussed above reveal the need for fundamental changes to take place to reverse trends and move toward a healthier and improved quality of life in San Joaquin Valley. Efforts are currently underway to initiate this change, including the Healthy Communities in California's San Joaquin Valley: A Community Design Toolkit, released in October 2009.

Primary Elements

Active Living Design Toolkit

The Healthy Communities in California's San Joaquin Valley: A Community Design Toolkit (Design Toolkit) provides community design best practices, recommendations and policies to promote healthy communities. The report identifies the critical role of community design and policy when planning for healthy and active communities. Pedestrian and bicycle activity serves as the foundation for the development and sustainability of safe and accessible transportation networks that encourage an enduring active community. While the Design Toolkit is a series of recommendations and not mandated policy for the San Joaquin Valley, the report emphasizes the need



Bicycle facilities improve connections in San Joaquin Valley.

II. Healthy Design Case Studies

to implement the policy actions to reduce barriers to physical activity and to provide more healthy eating options. The document references AB 32 and SB 375 as landmark policy for the reduction of Vehicle Miles Traveled (VMT) and Greenhouse gases (GHG), which are of particular relevance for this agricultural region. Moreover, the report identifies strategies for altering the built environment at a local level to contribute to the reduction of VMT and GHGs, such as Safe Routes to School programs.

The Design Toolkit incorporates the concepts of the Congress for the New Urbanism's Charter as a framework for community design. Specifically, the suggested design guidelines are presented in three sections:

- **Metropolis:** Large-scale principles to promote health and exercise are emphasized, as well as land-use and subdivision patterns that promote connectivity, pedestrian access, and alternative forms of transportation.
- **City:** At the neighborhood level, the importance of scale and organization are emphasized in order to promote walkability within districts and corridors.
- **Town:** At the street scale, detailed elements that promote a high-quality pedestrian environment are recommended within blocks and buildings.



Streetscape enhancements improve bicycle and pedestrian safety on a street in San Joaquin Valley.

San Joaquin Valley Blueprint Planning Process: Summary Report

The San Joaquin Valley Blueprint provides an overview of the extensive development process involved in creating a collaborative Valley-wide planning document. The Blueprint planning process began in 2006 with funding from the California Regional Blueprint Planning Program. Participants from the eight counties that comprise the San Joaquin Valley prepared individual county blueprints, which were then consolidated into a Valley-wide vision.

The document's guiding principles aim to achieve the following: reduce development-driven land consumption, preserve resources, enhance communities, and provide more transit options. The planning process also considers the "Three Es" of sustainable communities: prosperous economy, quality environment, and social equity. As a result of these objectives, in April of 2009, the San Joaquin Valley Regional Policy Council, the decision-making body for the Valley-wide process, approved the 12 Smart Growth Principles in addition to an Alternative Growth Scenario.

Agricultural Zoning Codes

With regard to fostering healthy communities, the designation and maintenance of agricultural lands can reinforce and support higher density and Smart Growth development within urban areas. Although the San Joaquin Valley's agricultural lands are a valuable resource, they are located on the outskirts of growing cities and are increasingly viewed as prime land for developers to expand outward. The Fresno Council of Government's Deputy Director, Barbara Steck, stated that in addition to promoting and implementing Smart Growth concepts within the urban core, facilitating and developing a successful framework for healthy communities also requires creating a limit to the growth that should occur around cities. This serves to preserve the agricultural nature of the region while supporting density and infill for a more active and connected community overall.

III. Healthy Design Best Practices

While research establishing the connections between community design and health issues is still evolving, there are a number of good signposts in existing research and in practice indicating connections between the built environment and health on a number of diverse health issues, such as physical activity, access to healthy foods, respiratory health, mental health and injury prevention. Many communities have begun to plan and design for a healthy community by ensuring that policy and standards support goals for active and healthy living.

Healthy design addresses a number of code elements, including transportation facility design, land use and development standards; each are critical to supporting a built environment that is accessible and attractive for bicycling and walking.

The following section provides an overview of best practices from communities around the nation that actively incorporate elements into their development code to support bicycling and walking. The summary highlights practices in three primary categories:

- Transportation Design
- Land Use
- Development Standards

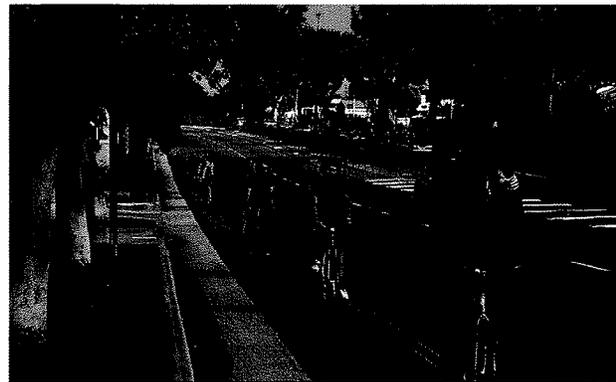
Additional best practices can be found in Appendix C.



Accessways provide connections within and between developments, encouraging healthy transportation.

Transportation Design

There are many elements of transportation design that improve conditions for walking and bicycling. Municipal and county codes often do little to regulate the design of these facilities explicitly, instead deferring to guidance in planning documents, local policies and other guiding documents such as design manuals. There are opportunities to strengthen requirements by incorporating specific language regarding active transportation facilities into County code. The following section presents examples of best practices in jurisdictional code related to active transportation facilities and amenities, parking (both motor vehicle and bicycle) and pedestrian and bicycle circulation.



There are opportunities to strengthen development requirements by incorporating specific active transportation language into County code.

Design Feature Example: Multi-Purpose Pathways and Trails

Interconnected streets and pathways help create a safe and viable active transportation network. With well-planned connectivity and circulation, individuals can choose to walk and bike for more trips. Many cities establish on- and between-site circulation standards in order to provide safe and efficient movement for pedestrians and bicyclists within and between developments. The intent is to ensure a consistent, reliable pedestrian and bicycle network throughout the jurisdiction as development occurs.

Best Practice: Eugene, Oregon – Land Use Code

Eugene's zoning code provides on-site pedestrian circulation standards, block length standards (not

III. Healthy Design Best Practices

to exceed 600 feet in most cases), and street connectivity standards based on use. Design standards are set forth for all on-site pedestrian pathways including requirements for ADA compliance, directness, grade-separation from roadways, markings for crossings, and pedestrian-scale lighting. The street connectivity standards are intended to encourage walking and bicycling, to accommodate emergency vehicles and to reduce travel distances for all modes. Among other



Minimum parking requirements often plan for the peak day of the year, while capacity remains underutilized a majority of the time. A combination of strategies allows for a more appropriate level of parking capacity, including maximum requirements, shared use adjustments and accounting for the number of on-street spaces.

regulations, the standards require public access on streets and alleys, connections to streets with one quarter mile of the site, street connections to adjacent properties and emergency access.

Design Feature Example: Parking

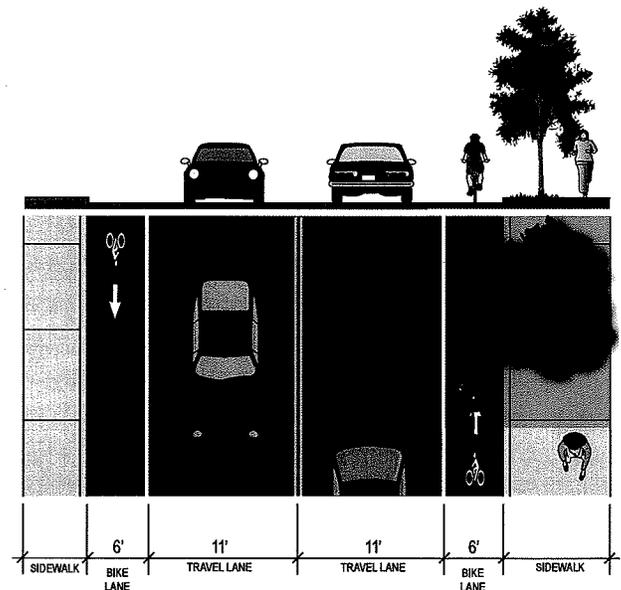
Municipal and county codes have historically provided standards for the minimum number of motor vehicle parking spaces required for developments. The intent of minimum parking requirements has been to ensure that peak parking demand is met onsite. The outcome in many places has been an excess of parking supply much of the time. A number of cities are now turning to different strategies for managing parking demand and supply. Alternatives to traditional minimum parking requirements include reduced minimum standards, maximum parking allowances, and shared parking or other exceptions to minimum requirements.

Best Practice: King County, Washington – Zoning Code

The King County zoning code sets forth that, under particular circumstances, the amount of parking required by the code may be reduced for shared parking facilities for two or more uses. Parking minimums can also be reduced when transit service is provided within 660 feet of the site; the amount of the reduction is based on the service frequency and the land use. King County also requires that certain land uses (e.g., government uses, hospitals, universities, and high schools) reserve one of every 20 parking spaces for rideshare vehicles (meeting qualifications). These spaces are to be located closer to main entrances than all other spaces except disabled spaces.

Design Feature Example: Street Design/Complete Streets

A roadway network that is dominated by automobile traffic with limited or no facilities for bicycling and walking deters active transportation and access to vital community services for those who cannot or choose not to drive. Development code can require that new projects and road improvements include multi-modal street designs to enhance safety, convenience and attractiveness. Standard road cross section



Standard road cross section design can be modified with varied widths and striping to support multi-modal corridors.

design can be modified with varied widths and striping to allow a greater variety of bike, pedestrian, transit, and parking amenities that correlate to the surrounding land uses and zoning.

Best Practice: Louisville, Kentucky Metro – Complete Streets Resolution and Manual

The Complete Streets Manual combines land use character and street types to develop preferred roadway designs for rural, suburban, traditional and downtown districts. Developers select cross sections appropriate for their project area – all of which include accommodations for multiple modes. For example, rural roadways are now required to have paved shoulders at a minimum to accommodate pedestrians and bicyclists. In addition, the Complete Streets Manual has helped Metro to articulate regional complete streets goals for design of roads to the state DOT and incorporated cities. This means that there is greater consistency in the network for all users.

Land Use

Land use is affected by both the zoning code (as in the best practice examples) as well as general plans. In order for a city or county to maximize the potential health promotion of their land use patterns, zoning/regulatory code changes should be combined with the creation of a policy framework for health-supporting policies through general plan updates and/or amendments. Crafting a health-friendly land use element is critical to overall health of the community.



Providing a mix of land uses encourages walking and bicycling to get to destinations.

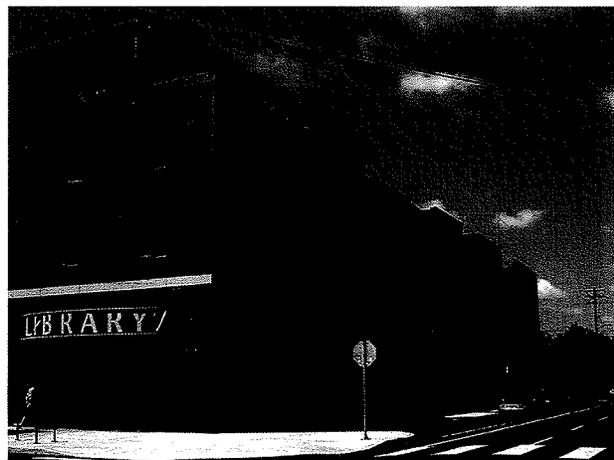
Design Feature Example: Mix of Land Uses

In many communities today, different types of neighborhood uses are strictly separated from one another: one area exclusively residential, another filled with office buildings, a third containing shops and businesses, making walking from home to work or the store virtually impossible. In contrast, when a neighborhood has a mixture of uses, people can leave their home on foot and run errands, access different types of services, and maybe even commute to work, all within a walkable distance.

Healthy design standards in the County code can require or at minimum encourage neighborhoods to have a combination of different types of development, ensuring that residential buildings are close to commercial, retail, civic, and recreation destinations. Uses can be mixed vertically (in the same building) or horizontally (along the same block). This mixture of uses promotes walking, keeps spending local to strengthen local economies, and reduces dependence on cars by creating neighborhoods with many different services in a small area.

Best Practice: St. Lucie County, Florida – Land Development Code

In encouraging a mixture of land uses, the code from St. Lucie County, Florida, takes a city-wide approach, requiring a mix of uses in each neighborhood. Rather than simply allowing different types of uses, St.



Healthy design standards in the County code can ensure that residential buildings are developed close to commercial, civic, and recreation destinations.

III. Healthy Design Best Practices



Parks and public spaces not only make a neighborhood more beautiful, but they also attract people at all times of the day, help break up long blocks and encourage physical activity.

Lucie's code requires that each neighborhood contain a minimum number of retail and civic building lots. St. Lucie County's code provides for continuous street walls and accounts for transitions in scale and type, placing considerable emphasis on urban design and aesthetic impact.

Design Feature Example: Parks and Civic Spaces

Parks and public spaces like playgrounds, plazas and gardens not only make a neighborhood more beautiful, but they also attract a variety of people at all times of the day, help break up long blocks and encourage physical activity. Healthy code should create standardized typologies for open space such as parks, greens, squares, plazas and playgrounds that fit into rural, non-urban and urban contexts. To increase accessibility in urban areas, developers should integrate smaller open space areas into private developments at more frequent intervals.

Best Practice: Montgomery, Alabama – Code of Ordinances

Montgomery's public space requirements are very innovative. Montgomery's code uses the idea of a pedestrian shed, the quarter mile radius defining the area within which the average pedestrian can comfortably walk, to describe public space requirements. Under the code and within certain districts, five percent of each pedestrian shed is reserved for public open space, including one primary centrally located public space. Montgomery's code also requires playgrounds within 1000 feet of every residential use. By requiring that public spaces border streets, Montgomery's code increases the appeal and use of such spaces. Public spaces that function as extensions of the sidewalk receive more impulsive use and add visual interest and appeal to the street.

Design Feature Example: Block Design

The pattern of neighborhood uses and the configuration of blocks determine how easily a resident can travel between home, work, play, and daily needs. This pattern provides a blueprint that determines the distance between destinations and the directness of the routes in between destinations. Small block sizes and a variety of destinations help make a neighborhood highly walkable. People living in walkable, mixed-use communities are more than twice as likely to get 30 or more minutes of daily exercise as people who live in more auto-dependent neighborhoods². In order to improve connectivity and accessibility, code can create standardized block design types, and make blocks smaller.

Best Practice: Sarasota County, Florida – Form-Based Code

Sarasota uses a form-based code with strict standards on maximum block sizes. The creation of an appropriate scaled street network is one of the most critical aspects of a code for any site that does not have an

² L. Frank et al., *Linking Land Use with Household Vehicle Emissions in the Central Puget Sound: Methodological Framework and Findings*, Part D, Vol. 5, Transportation Research, at 173-796 (2000).

existing walkable street network. Sarasota County's code provides 14 acceptable street types and 12 acceptable lot (building) types. Urban designers are allowed considerable latitude in proposing additional street or lot types.

Development Standards and Design

Buildings play an important role in defining the feel of nearby streets and public spaces. The width, height, architectural style, design, construction materials, arrangement and use of buildings can either increase or decrease pedestrian use and comfort. These elements of building design can contribute to the physical and mental comfort as well as actual and perceived safety for pedestrians. Changes in the streetscape and building design can lead to considerable increases in the amount of physical activity that residents get. The best practices discussed below identify aspects of building design and use that make an area more user-friendly and inviting to pedestrians.



Buildings play an important role in defining the feel of nearby streets and public spaces.

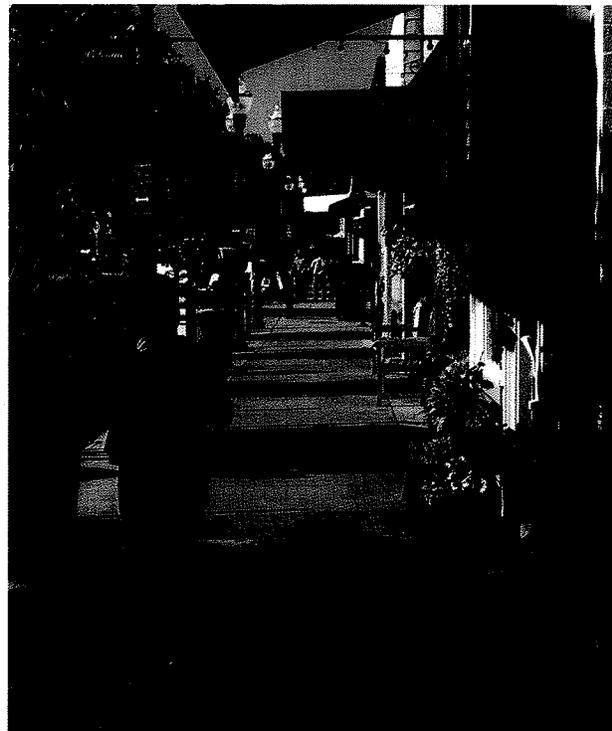
Design Feature Example: Building Orientation and Setback

Buildings often have entrances and exits that only face their parking lots. Because such entrances can be difficult and dangerous for pedestrians to find and access from the sidewalk, they discourage people from accessing such services by walking, while increasing the likelihood of injury and making the walk more uncomfortable and inconvenient for those who do walk. To improve safety and pedestrian access, code can require that buildings are closer to the sidewalk, with entrances and windows open and oriented

toward the street. In addition, other requirements can increase comfort and attractiveness with features such as awnings and other amenities appropriately scaled to the pedestrian.

Best Practice: Louisville, Kentucky and Fort Worth, Texas – Development Codes

Both Fort Worth and Louisville have encouraged street-oriented buildings by ensuring that buildings can be accessed from the streets they abut. These requirements minimize the construction of retail stores that can only be entered from their parking lots, which are often located to the side or rear of the building. Fort Worth's code requires that primary entrances face the street, except where a public space adjoins a building. Louisville's code also requires that the primary entrance be oriented toward the street or public open space. Where the primary entrance faces a public space other than the street, Louisville requires doors and windows to also appear on the primary street. Moreover, for a building located on a corner, there must be either an entrance on both



Minimizing setbacks, providing street walls along corridors and requiring human-scale building facades all lend to an inviting pedestrian environment.

III. Healthy Design Best Practices

streets, or a corner entrance. This same provision of Louisville’s code also encourages buildings to create a sense of enclosure by forming a “street wall,” bringing in another element of pedestrian-friendly design.

Design Feature Example: Lighting

Lighting in pedestrian areas enhances safety, security and comfort. Appropriately scaled lighting can prioritize pedestrian movement and prevent unwanted lighting for adjacent uses. Lighting can also add to the character of a corridor. Best practice uses code to require that street lights appropriate for the development context to improve overall safety and comfort, such as lower wattage and reduced-height light poles at more frequent intervals along busier residential and commercial streets.

Best Practice: Nashville, Tennessee – Zoning Code

Nashville’s zoning code requires that street lighting be designed and located consistent with pedestrian movements and the neighborhood. Lighting is to be installed such that glare and off-site impacts are avoided. Poles and fixtures must be compatible



Requiring lighting to be scaled appropriately enhances safety and comfort and can prevent unwanted glare or illumination for adjacent uses.

with the function and design of the feature and abutting uses.

Design Feature Example: Landscaping

Landscape elements contribute to the safety, attractiveness and comfort of the pedestrian (and bicycling) environment: street trees provide shade and a natural buffer from vehicles. Landscaping, fences, and other screens often define public active spaces, such as sidewalks and plazas, obscuring unsightly or dangerous uses. By regulating landscaping and screening along pedestrian corridors, jurisdictions can ensure a well-scaled pedestrian environment and contribute to walkability of the place.



Landscaping and other screening methods protect pedestrians from traffic on the street, as well as unsightly or dangerous utilities or uses.

Best Practice: Davis, California – Zoning Code

Davis, California’s municipal code provides guidance for landscaping in commercial zoning districts. The code states that deciduous trees, vines and other landscaping provide cooling in the summer, reducing energy needs, and that unshaded walls and paved surfaces in Davis can reach temperatures in excess of 140 degrees Fahrenheit, making walking and bicycling unpleasant and thereby encouraging automobile use. The City requires that landscaping cover at least 10 percent of a site, drought resistant plantings be used where feasible, and landscaping be reasonably maintained. The code also requires that site landscaping follow the guidelines laid out for particular zones.

IV. Benefits and Costs of Healthy Design

One of the first issues planners addressed in the early 1900s was the problem of public health. Cities were growing in population and becoming increasingly dense, which meant that residents were coming in direct contact with substances that negatively affected public health, such as pollutants from industries. City planners started separating land uses so that people had less interaction with the causes of public health problems. As public health improved, planners were able to focus their efforts in other areas.

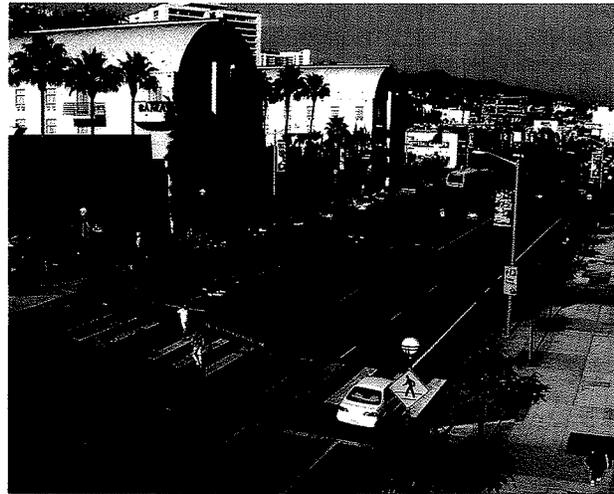
Recently, the subject of public health has reemerged as an important topic for urban planners, though this time for different reasons. As the number of vehicles on the road has increased, air quality has deteriorated causing respiratory illnesses. When residential areas are located in separate areas from community services, people are forced to drive their cars as their form of transportation, which has led to inactivity and a subsequent rise in obesity rates. With streets designed primarily to accommodate the automobile, the potential for conflicts between motorized vehicles, pedestrians and bicyclists has increased.

Healthy design practices address these modern issues of public health at a policy and design level. If a community requires designs that encourage active transportation, healthy behavior and sustainable practices, it is likely to have residents with improved physical and mental health.

The following pages provide a summary of benefits and costs of implementing healthy design principles, practices and treatments – first for community broadly, then followed by a brief summary related specifically to implementation for Los Angeles County. More detailed information about this research can be found in Appendix D.

Benefits of Healthy Design

Neighborhoods that are designed around the automobile are often not well designed for walking and biking for transportation or for recreation. Bicycling and walking, however, have many proven benefits, which include health, public safety, environmental,



Communities that make walking and bicycling viable provide benefits in health, public safety, environment, the local economy and quality of life.

economic and quality of life benefits. This section discusses each of these benefits, which can be associated with healthy design principles, practices and treatments.

The benefits of healthy design practices expand over many subjects, including public health and safety, environmental sustainability, economics, and quality of life. Developments that make bicycling and walking viable alternatives to driving reduce the risk of obesity and its associated costs through increased physical activity. With fewer people commuting by driving, there are also not as many motorized vehicles on the road, which improves air and water quality. Savings resulting from decreased automobile usage can be filtered back into the economy through increased purchases at local businesses. Environments with principles of healthy designs bring more people out of their cars and onto the street, thus creating both a perceived sense of security and lower crime rates. Increased activity in public spaces produces more opportunities for social interaction and improves overall sense of community, making people happy to be in their neighborhoods.

IV. Benefits and Costs of Healthy Design

Health Benefits

Automobile-oriented development has contributed to a growing level of inactivity amongst Americans. The lack of physical activity has led to increasingly high obesity rates which have real costs for communities and individuals. Healthy design has the potential to support increased physical activity and better health in the community by:

- Reducing prevalence of obesity;
- Increasing life expectancy; and
- Reducing medical expenses.

Public Safety Benefits

Since healthy design increases the provision and bicycle and pedestrian facilities, there are many public safety benefits associated with it. Healthy design elements can help to:

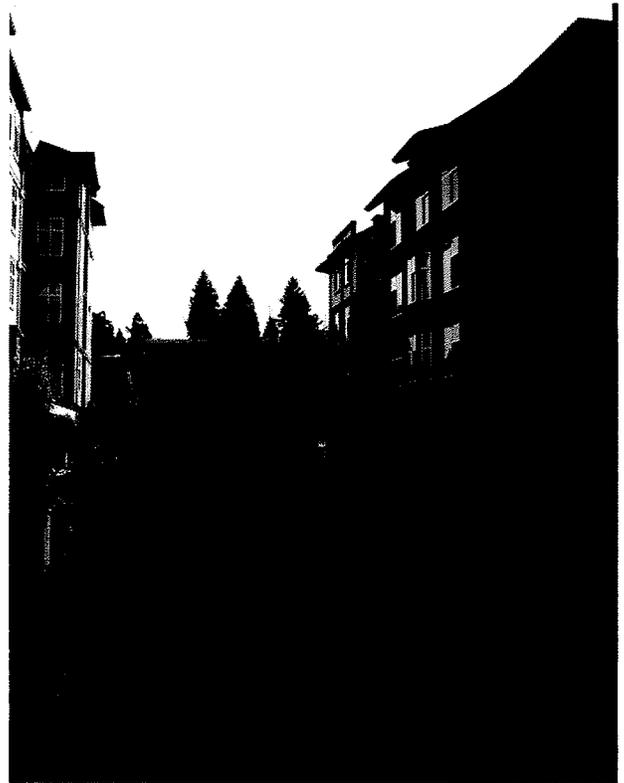
- Reduce crime rates;
- Reduce traffic collision rates; and
- Improve overall perception of public safety.

Environmental Benefits

Along with health and public safety benefits, healthy design principles and practices can dramatically improve the natural environment due to a variety of reasons, including a reduced need to drive, less



Healthy transportation design features can improve air quality and water quality by reducing traffic congestion.



Walkable neighborhoods are associated with increased property values, increased sales for local businesses and lower household transportation expenses.

impervious, paved surfaces and more sustainable, green infrastructure concepts and practices. Healthy design can help improve the environment by doing the following:

- Improving air quality;
- Reducing water pollution;
- Conserving open space; and
- Lowering a community's carbon footprint by reducing energy and fuel consumption.

Economic Benefits

Increasing fuel prices and the growing awareness of environmental sustainability have begun to affect where people are choosing to live. Increasingly, people desire to be in walkable areas where they do not have to rely on a motorized vehicle and can walk or bike to their destinations. There are several economic



In addition to increased levels of physical activity, mixed use communities provide quality of life benefits, including higher levels of social interaction, improve sense of place and increases in social equity.

benefits associated with walkable and bikeable neighborhoods, including the following:

- Increased property values;
- Increased sales for local businesses; and
- Lower household transportation expenses.

Quality of Life Benefits

On top of all of the previously mentioned benefits associated with healthy design, healthy design practices can also contribute towards a better quality of life for people. Residents develop a strong sense of pride when their communities are vibrant and walkable. Some benefits to quality of life include the following:

- Psychological benefits of an active lifestyle;
- Higher levels of social interaction;
- Improved sense of place; and
- Increased social equity.

Costs of Healthy Design

As documented in the section above, there are numerous benefits to healthy design. However, healthy design practices can also be more expensive as compared to conventional design treatments.

Healthy design provides features that encourage walking and bicycling and improve safety. Some features may require greater expense for both capital (e.g. right-of-way and construction) and maintenance. Healthy design features that may be relatively expensive to install when compared to conventional design include:

- Curb extensions
- Median refuge islands
- Raised crosswalks
- Accessways
- Transit shelters
- Stormwater features

Business and property owners may experience increased maintenance costs associated with healthy design. For example, landscaping, building facades, sidewalks and pedestrian amenities may require greater maintenance than with conventional design. On the other hand, these design features improve the pedestrian environment, in turn encouraging use of the right of way and public spaces fronting these businesses.



Most healthy design features comprise a small portion of overall development costs.

IV. Benefits and Costs of Healthy Design

Developers may incur additional expenses when incorporating healthy design features into their construction plans. Plan preparation, hiring specialists and the added maintenance costs of private facilities (such as streets, civic spaces, etc.) are likely to be higher. To mitigate these additional expenses, Los Angeles County may want to examine other development standards to determine whether changes can also serve to reprioritize healthy design principles and practices. For example, healthy design features such as reduced parking standards, narrower roadway standards, and shorter building setback standards not only contribute towards creating more pedestrian and bicyclist-friendly communities, but they also typically result in reduced construction costs for developers. Accounting for active transportation within environmental analyses can allow developers to avoid costly traffic, noise and environmental mitigation measures based on conventional, auto-centric analyses.

It is worth noting that in most cases healthy design features only comprise a small portion of the overall development cost. As healthy design becomes more

prevalent, research indicates that municipalities' and lenders' increased comfort with healthy design helps streamline the project review and project financing process, further reducing development costs.

Cost Impacts on Los Angeles County Departments

The Los Angeles County Departments of Regional Planning, Public Works, Parks and Recreation, Fire and Public Health will experience varying costs and benefits associated with the implementation of healthy design principles and practices. At this point in time, it is not possible to quantify the costs and benefits of adopting a Healthy Design Ordinance due to numerous uncertainties. Nevertheless, the following table presents a qualitative assessment of the potential costs and benefits of the HDO on each Los Angeles County department. Although the Los Angeles County Office of the Assessor is not listed in this table below, it is worth mentioning that property tax revenues are likely to increase over time with the adoption of an HDO, as was documented in the Economic Benefits section above.

HDO Impacts on Los Angeles County Departments		
Department	Potential Costs	Potential Benefits
Regional Planning	<ul style="list-style-type: none"> • Ordinance development • Ordinance implementation, more time devoted to project review and re-training to identify healthy design features in projects 	<ul style="list-style-type: none"> • Codifies and clarifies goals related to sustainability and healthy communities • Streamlined design review process • More clarity in staff design recommendations for specific projects
Public Works	<ul style="list-style-type: none"> • Maintenance of bicycle and pedestrian facilities 	<ul style="list-style-type: none"> • Decreased total roadway maintenance resulting from narrower roadway width and increased percentage of public right-of-way allocated to pedestrians and bicyclists • Reduced watering requirements by using drought tolerant landscaping
Parks and Recreation	<ul style="list-style-type: none"> • Increased capital and construction costs of building new parks and open space • Maintenance from increased landscaping and park space and from having more dispersed facilities • Park maintenance and monitoring due to an increase in usage 	<ul style="list-style-type: none"> • Improved countywide health • Improved quality of life from recreation opportunities • Smaller urban parks can serve more residents with less intense uses
Fire	<ul style="list-style-type: none"> • Purchasing new fire trucks that can traverse narrower streets 	<ul style="list-style-type: none"> • Shorter emergency response times on account of having a well connected grid street pattern • Smaller coverage area per station on account of higher population densities • Reduced traffic collision rates from roadways designed for all users translates to few traffic incidents to which to respond
Public Health	N/A	<ul style="list-style-type: none"> • Improved countywide health • Reduced medical expenses

V. Code/Ordinance Recommendations

The Healthy Design Ordinance is focused on improving elements included in Titles 21 and 22 of the Los Angeles County code. Both titles have existing language to support bicycling and walking but do not contain language for a full suite of healthy community design features. Titles 21 and 22 are reviewed below, followed by a comprehensive table that presents sample code language, intended outcomes of such language, and sample communities for reference. The table is organized by the key design features set forth by the Los Angeles County Department of Regional Planning in their guidelines for the Healthy Design Ordinance. More on the existing code can be found in Appendix A.

Title 21 – Subdivisions

Chapter 21.24 Design Standards

The design standards set forth in Chapter 21.24 of the Los Angeles County code are critically important in either supporting or hindering active transportation and healthy lifestyles. Pedestrian and bicycling conditions in the County will be shaped by the details of these standards.

The existing design standards accommodate the needs of pedestrians and bicyclists in a number of ways, but lack comprehensiveness; a healthy design ordinance should include design standards that require pedestrian and bicycle facilities and supportive conditions in all situations.

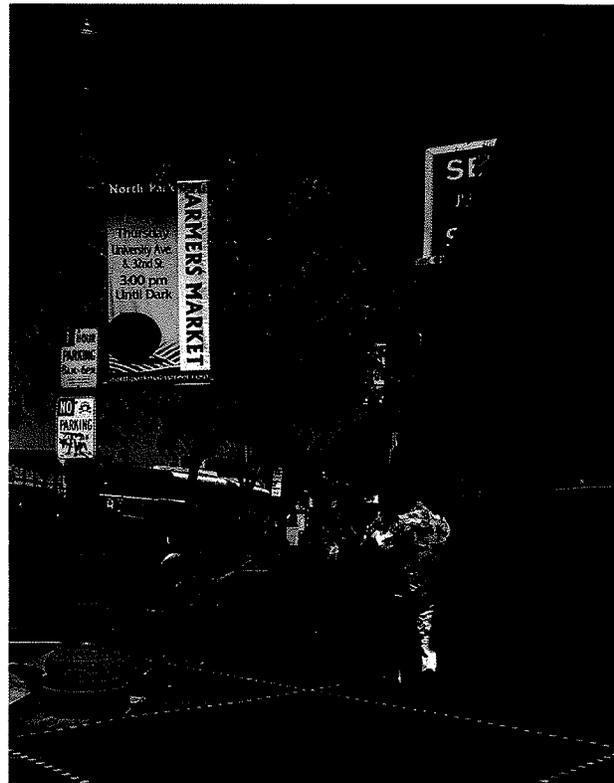
For example, Section 21.24.210 (Pedestrian ways) states that, “excepting in the case of any reversion-to-acreage map, vacation map or boundary-line map, a transverse pedestrian way of adequate width may be required through the approximate middle of each block having a length of more than 700 feet.” This type of guideline may result in improved pedestrian connectivity; however, stricter design standards will improve connectivity by requiring mid-block crossings beyond a certain block length. Healthy design standards may also require connected, grid-like development patterns or pedestrian/bicycle connections

between streets where development patterns stray from the grid.

Design standards should include regulations that provide for the following:

Pedestrian-friendly design elements:

- Complete network of wide, well-maintained sidewalks
- Frequent crossings with safe crossing treatments
- Neighborhood connectivity to destinations (short block lengths, connected street network, priority destinations located within ¼-mile walking distance)
- Pedestrian-scaled amenities, such as street lighting, street trees, benches, etc.
- Pedestrian-friendly street frontage, pedestrian-scale building facades



Healthy design features foster healthy, active communities, reducing health care costs and improving quality of life for residents.

V. Code/Ordinance Recommendations

Bicycle-friendly design elements:

- Safe bikeway facilities and crossings
- Appropriate and sufficient bike parking in practical locations
- Neighborhood connectivity to destinations (short block lengths, connected street network)

General design elements that support healthy design:

- Public and green spaces
- Traffic calming measures
- Green street features
- Mixed use development pattern (neighborhood, block and building scale)
- Local and regional transit stops sited at convenient and walkable intervals

Chapter 21.32 Improvements

This chapter includes regulations for installing street lighting, street trees, and sidewalks – important elements for encouraging active transportation and healthy lifestyles. To aggressively support nonmotorized transportation, the County should require pedestrian accommodations as part of all new development and redevelopment, regardless of neighborhood pattern but still sensitive to the surrounding context. Street lighting should always accompany sidewalks. Street trees should be planted to improve pedestrian environments wherever possible. The current sections within this chapter that address these elements are not stringent enough to ensure the installation of these features in new development and redevelopment.

Title 22 – Planning and Zoning

The establishment of a combined commercial-residential zone, as is stated in Title 22, supports healthy design and is beneficial to walking and bicycling by connecting destinations by shorter distances than where zones are segregated. The support of mixed use developments, joint live and work units, and density bonuses can have the same effect, reducing the need for automobile travel and in turn reducing congestion. These zoning regulations and incentives provide opportunities for healthy design.

In contrast, minimum parking requirements and minimum frontages can be detrimental to walking and bicycling conditions and present challenges for healthy design. Minimum parking requirements prioritize driving through the allocation of valuable space to parking lots and by making it easy to drive to destinations. Easily accessible parking encourages auto use, often at the expense of other travel choices. In commercial areas, minimum frontages (setbacks) harm the pedestrian environment by creating a disconnect between pedestrians and buildings and encouraging store-front parking lots and other auto-oriented site designs.

The following summary table provides specific recommendations on language and intent for design features that support bicycling and walking.

Healthy Design Code Recommendations				
Code Location	Existing Code Language (if applicable)	Recommended Code Changes or Additions	Intended Outcomes	Sample Communities* (if applicable)
BLOCK DESIGN				
21.24.210 Pedestrian ways (and other locations as appropriate)	Excepting in the case of any reversion-to-acreage map, vacation map or boundary-line map, a transverse pedestrian way of adequate width may be required through the approximate middle of each block having a length of more than 700 feet. No such pedestrian way shall have a grade exceeding 30 percent, provided that where one or more adequate stairways in such pedestrian way are made a part of the improvement thereof, the grade of such stairway may be as great as 75 percent.	<ul style="list-style-type: none"> A transverse pedestrian way is required through the approximate middle of each block having a length of more than 700 feet. All such pedestrian ways shall be at least 6 feet wide, meet ADA requirements, be direct in route, be grade separated from roadways, provide marked crossings where crossing roadways, and provide pedestrian scale lighting and landscaping. Subdivisions must provide an interconnected network of streets, trails or other public passageways. Streets must be designed to encourage pedestrian and bicycle travel by providing short routes to connect residential uses with nearby commercial services, schools, parks, and other neighborhood facilities. Streets do not need to form an orthogonal grid but must connect to other streets. Typical/standardized block configurations with maximum perimeters Smaller block sizes in denser, more mixed-use areas and neighborhood centers 	<ul style="list-style-type: none"> Increased connectivity between destinations Abatement of large super blocks. Well-planned, interconnected streets and pathways that provide safe, efficient, and reliable movement for pedestrians (and bicyclists) within and between developments. A more complete pedestrian and bicycle network throughout the jurisdiction as development occurs. 	<ul style="list-style-type: none"> Eugene, Oregon King County, Washington Portland, Oregon St. Lucie County, Florida San Diego, California
22.52.1930 MIXED USE DEVELOPMENTS Development standards	<p>Loading/unloading. Off-street loading areas shall be located toward the rear of the structure(s) and shall not be visible from the street.</p> <p>Trash/recycling. Areas for the collection and storage of refuse and recyclable materials shall be located on the site in locations that are convenient for both the residential and commercial uses. The trash enclosures shall be located toward the rear of the structure(s) and shall not be visible from the street.</p>	<ul style="list-style-type: none"> Rear and side alleys and/or lanes should serve as the primary means of vehicular access to lots, loading and unloading, and trash/recycling collection. Pedestrian access shall be provided from the street. Similar language should be used for other zones, particularly commercial and residential. 	<ul style="list-style-type: none"> Guided development that provides opportunities for rear alley/lane functions. Improved pedestrian/ bicycling environment. Sidewalk space prioritized for pedestrian through-movement and access. 	<ul style="list-style-type: none"> St. Lucie County, Florida
BUILDINGS				
22.20.120, 22.20.220, 22.20.320, 22.20.380, etc. Yard requirements (Residential)	Each lot or parcel of land shall have a front yard of not less than X feet in depth.	<ul style="list-style-type: none"> Each residential lot or parcel of land shall have a front yard of not less than 20 feet in depth. 	<ul style="list-style-type: none"> Driveway parking does not encroach on sidewalk. 	<ul style="list-style-type: none"> Peoria, Illinois Seattle, Washington
22.28.070, 22.28.120 Development standards (Commercial)	That front and/or corner side yards be provided equal to a distance of: <ol style="list-style-type: none"> 20 feet where property adjoins a parkway, major or secondary highway, and Equal to the front or corner side yard required in any contiguous residential or agricultural zone where property adjoins a street. 	<ul style="list-style-type: none"> On each lot (within a pedestrian district or other pedestrian use designation) the building shall be built to the lot line. 	<ul style="list-style-type: none"> Enhanced pedestrian environment through street walls. Street-facing parking lots eliminated. Safer and more direct access for pedestrians and bicyclists. 	

V. Code/Ordinance Recommendations

Healthy Design Code Recommendations				
Code Location	Existing Code Language (if applicable)	Recommended Code Changes or Additions	Intended Outcomes	Sample Communities* (if applicable)
To be included in Title 22	Code language does not yet exist for this specific design feature.	Consider incorporating form-based code overlay districts into zoning code.	<ul style="list-style-type: none"> Control streetscape environment related to lot sizes, building placement and form, use, parking, encroachments, frontage types, and/or building types for improved walkability. 	<ul style="list-style-type: none"> Albuquerque, New Mexico Sarasota County, Florida
To be included in Title 22	Code language does not yet exist for this specific design feature.	<ul style="list-style-type: none"> Primary pedestrian building entrances shall be located on the street frontage of the building. For buildings fronting other public spaces, the primary pedestrian entrance shall be oriented to and accessible from the public space. All structures that are located along the primary street serving the development shall have at least thirty (30) percent of the street level facade area devoted to display windows and/or windows affording some view into the interior areas. Active commercial uses which are permitted by the specific zone or district in which they are located are required on the ground floor of all street frontages listed. 	<ul style="list-style-type: none"> Prioritization of active transportation through pedestrian-oriented buildings and amenities. Enhanced pedestrian environment through engaging facades and other pedestrian-oriented features. 	<ul style="list-style-type: none"> Seattle, Washington San Francisco, California Denver, Colorado Louisville, Kentucky Fort Worth, Texas San Antonio, Texas Salt Lake City, Utah
LANDSCAPING				
21.32.160 Street tree planting.	Except as otherwise provided in this section, a subdivider shall plant trees along the frontage of all lots shown on a final map or parcel map. The number, species, and location of such trees shall be as specified by the road commissioner. Tree planting is not required unless it is determined to be in the public interest: A. Along a segment of a street or highway to which the right of direct access from abutting lots has been relinquished; and B. Along streets and highways which are not improved with curbs.	Street trees shall be planted no closer than 75 feet from street intersections so as to maintain visibility.	Provision of shade, effective roadway narrowing, and maintenance of visibility to provide enhanced attraction to walking.	
22.20.460 (Part 7 RPD RESIDENTIAL PLANNED DEVELOPMENT ZONE) Uses and development standards	A plan for landscaping all open areas, where appropriate, shall be submitted to and approved by the hearing officer.	Regulations should be more specific, as in Davis, CA: "Landscaping shall cover a minimum of ten percent of the site. The landscape plan and elevations submitted for review by the community development director or his/her designee shall demonstrate the reasonable expected growth and shading patterns of the proposed landscaping materials. Drought resistant plantings are to be used where feasible, subject to review by the community development director or his/her designee. Landscaping shall be reasonably maintained."	Inclusion and guided regulation of landscaping as part of new developments to provide: <ul style="list-style-type: none"> Enhanced comfort for pedestrians and bicyclists. Increased safety. Enhanced attractiveness of the streetscape. 	<ul style="list-style-type: none"> Davis, California

Healthy Design Code Recommendations				
Code Location	Existing Code Language (if applicable)	Recommended Code Changes or Additions	Intended Outcomes	Sample Communities* (if applicable)
MIX OF LAND USES				
22.12.030 Combining zones established and designated	The following combining zones are established as additional zone designations used in combination with zone designations listed in Section 22.12.010, which shall for purposes of this section be deemed the basic zone: D. Zone ()-CRS (Commercial-Residential). For Zone C-3 listed in Section 22.12.010, an additional zone designated by the symbol CRS in combination with such zone is established. E. Zone ()-PO. For Zone R-4() U listed in Section 22.12.010, an additional zone designated by the symbol PO in combination with such zone is established.	<ul style="list-style-type: none"> Require mix of uses in all neighborhoods. Limit size of commercial uses within neighborhood business zones. 	Increased viability of walking and bicycling for transportation when appropriately-sized commercial uses are located closer to residential uses.	<ul style="list-style-type: none"> St. Lucie County, Florida Portland, Oregon
22.40.510 Established— Purpose. MXD MIXED USE DEVELOPMENT ZONE	Zone MXD is established to provide for planned mixed-use developments which may contain residential, commercial, industrial and other such uses. By allowing greater flexibility in design and encouraging innovative and creative planning, Zone MXD provides the opportunity to combine various land uses in well-planned developments which may contain multi-use buildings or several single-purpose buildings each containing a different use. It is the intent of the mixed use development zone to: 1. Integrate a variety of housing densities with commercial, industrial or other uses, thus reducing transportation costs, energy consumption and air pollution, preserve precious land resources, and foster varied human environments through unified planning, design and control of development; 2. Implement the land use and special management area policies of the countywide General Plan; and 3. Implement the policies and provisions of adopted coastal, community and redevelopment plans.	<ul style="list-style-type: none"> It is the intent of this mixed use development zone to integrate a variety of housing densities with commercial, industrial or other uses, thus reducing transportation costs, energy consumption and air pollution, promoting healthy lifestyles, preserving precious land resources, and fostering varied human environments through unified planning, design and control of development. In order to ensure a mix of land uses within the area, consider requiring more than one use as part of each development within the MXD zone. 	<ul style="list-style-type: none"> Health promotion and healthy design through zoning that provides for availability of goods and services adjacent to residential areas, within walking and bicycling distance. Increased viability of walking and bicycling for transportation when appropriately-sized commercial uses are located closer to residential uses. 	

V. Code/Ordinance Recommendations

Healthy Design Code Recommendations				
Code Location	Existing Code Language (if applicable)	Recommended Code Changes or Additions	Intended Outcomes	Sample Communities* (if applicable)
22.40.540 Intent and purpose. ()-CRS COMMERCIAL-RESIDENTIAL ZONE and 22.40.610 Intent and purpose. ()-PO UNLIMITED RESIDENCE-PROFESSIONAL OFFICE ZONE	Zone ()-CRS is established in order to provide for combining commercial and residential uses subject to specific development standards and director's review. It is the intent of this zone to encourage combining these uses in order to provide additional opportunities for housing development and to reduce transportation costs, energy consumption and air pollution. Zone ()-PO is established to encourage low-intensity professional offices in conjunction with residential structures to augment specialized or large-scale commercial and institutional uses located in proximity thereto. The combination of employment and housing within one project is intended to reduce transportation costs, energy consumption and air pollution.	It is the intent of this zone to reduce transportation costs, energy consumption and air pollution and to promote healthy lifestyles.	Health promotion and healthy design through zoning that provides for availability of goods and services adjacent to residential areas, within walking and bicycling distance.	
To be included in Title 21	Code language does not yet exist for this specific design feature.	For larger neighborhood-scale developments, require a mix of uses (via lot dedications or buildings) such as commercial, office, civic spaces and community facilities, contained within a short walking distance of residences.	Increased viability of walking and bicycling for transportation when commercial, office, and civic uses are located closer to residential uses.	
To be included in Title 22	Code language does not yet exist for this specific design feature.	<ul style="list-style-type: none"> For larger developments, require the dedication of land for one or more school sites as part of the project design and as a condition of approval of development, with the requirement that the resulting school site(s) be located centrally or near concentrated residential population areas, rather than on the outskirts of town. Establish a collaborative relationship with school districts and non-profit education providers in regards to planning and project review. Incentivize new mixed income residential developments near existing or new school sites. 	Promotion of physical activity through school siting and design, including: <ul style="list-style-type: none"> Increased opportunity for children to walk or bike to school. Schools serving as community centers, increasing opportunities for adult physical activity. Schools sited near other civic uses, such as parks, libraries, or senior centers, improving the size or quality of facilities, encouraging walking field trips, and resulting in other benefits for students and residents. 	
MULTI-PURPOSE PATHWAYS AND TRAILS				
22.20.460 (Part 7 RPD RESIDENTIAL PLANNED DEVELOPMENT ZONE) Uses and development standards	Subject to the approval of the hearing officer, open space may include one or more of the following, designated for the use and enjoyment of all of the occupants of the planned residential development or appropriate phase thereof: ... Present or future hiking, riding or bicycle trails.	Through the zoning and subdivision codes, incorporate trails as part of the overall transportation network and not solely for recreation.	<ul style="list-style-type: none"> Better connected healthy transportation network Increased opportunities for physical activity 	Portland, Oregon

Healthy Design Code Recommendations				
Code Location	Existing Code Language (if applicable)	Recommended Code Changes or Additions	Intended Outcomes	Sample Communities* (if applicable)
PARKING				
21.24.330 Additional parking area for commercial use, and Chapter 22.52 General Regulations - Part 11 VEHICLE PARKING SPACE	<ul style="list-style-type: none"> Wherever property in a division of land is to be devoted to commercial use, special consideration shall be given to automobile parking space independent of highway curbside parking. Various minimum parking requirements 	Use a variety of strategies to reduce parking demand and minimize excess capacity, including: <ul style="list-style-type: none"> Reduced minimum parking requirements Maximum parking requirements Shared use allowances Other exceptions and substitutions The presence of transit stations and stops, on-street parking, and high-density development should be taken into account when establishing trip generation rates and parking requirements.	<ul style="list-style-type: none"> Support and prioritization of healthy transportation Deprioritization of automobile use More efficient use of valuable land Improved pedestrian environment and aesthetic quality of an area Improved economic viability of a development project by reducing the overall cost of the project Improved air and water quality by reducing auto traffic and the coverage of impervious surfaces 	<ul style="list-style-type: none"> Portland, Oregon King County, Washington Charlotte, North Carolina
To be included in Title 22	Code language does not yet exist for this specific design feature.	Bicycle parking requirements: <ul style="list-style-type: none"> Create minimums based on use and/or appropriate measures (e.g., square footage of commercial floor area or number of students at a university) Provide guidance for placement, design, and types of parking Account for both short-term and long-term parking needs Specific design standards will enhance the utility and attractiveness of bicycle parking 	<ul style="list-style-type: none"> Support and prioritization of healthy transportation Deprioritization of automobile use Preserved space as compared to auto parking Improved economic viability of a development project by reducing the overall cost of the project Improved air and water quality by reducing auto traffic and the coverage of impervious surfaces Provide end of trip bicycle facilities to encourage use of bicycle for utilitarian trips Supporting guidance for bicycle supportive development 	<ul style="list-style-type: none"> Eugene, Oregon Boulder, Colorado Santa Cruz, California
PARKS AND OPEN SPACES				
21.24.340 Residential subdivisions-- Local park space obligation--Formula.	The subdivider of a residential subdivision shall provide local park space to serve the subdivision, pay a fee in lieu of the provision of such park land in accordance with the provisions of Section 21.28.140, provide local park space containing less than the required obligation but developed with amenities equal in value to the park fee, or do a combination of the above in accordance with the requirements of this title.	The subdivider of a residential subdivision shall provide local park space to serve the subdivision. Park requirements are as follows....	<ul style="list-style-type: none"> Increased neighborhood activity, "eyes on the street" or "safety in numbers" Decreased effective block size by providing breaks between buildings Increased opportunities for physical activity Improved aesthetic character and enhanced sense of place 	<ul style="list-style-type: none"> Montgomery, Alabama Cambridge, Massachusetts

V. Code/Ordinance Recommendations

Healthy Design Code Recommendations				
Code Location	Existing Code Language (if applicable)	Recommended Code Changes or Additions	Intended Outcomes	Sample Communities* (if applicable)
SIGNS				
Part 10 SIGNS 22.52.790 Purpose of Part 10 provisions	It is the purpose of this Part 10 of Chapter 22.52 to establish comprehensive sign regulations for effectively regulating the placement, erection and maintenance of signs in the unincorporated territory of the county. These regulations are intended to provide equitable standards for the protection of property values, visual aesthetics, and the public health, safety and general welfare, while still providing ample opportunities for businesses and the visual advertising industry to operate successfully and effectively.	<ul style="list-style-type: none"> • Include pedestrian-appropriate sizing in neighborhood commercial, residential, and mixed-use areas. 	<ul style="list-style-type: none"> • Increased attractiveness of the streetscape • Enhanced pedestrian environment through appropriately-sized signs 	<ul style="list-style-type: none"> • Nashville, Tennessee • San Diego, California
STREET DESIGN				
21.32.180 Sidewalks-- Required when, and 21.32.190 Sidewalks--Not required when	<ul style="list-style-type: none"> • Except as otherwise provided in this Title 21, the subdivider shall, as part of the improvement of the street or highway, install sidewalks not less than four feet wide: <ul style="list-style-type: none"> A. On both sides of entrance and collector streets within the division of land; B. On both sides of loop, interior and cul-de-sac streets; C. Along one side of service roads adjacent to abutting lots; D. Along highways shown on the Highway Plan where no service road is provided and the lots in the division of land take direct access to the highway; E. Along highways shown on the Highway Plan where necessary in order to provide for the safety and convenience of pedestrians. • The construction of sidewalks is not required where any one or more of the following conditions exist and the advisory agency so finds: <ul style="list-style-type: none"> A. Where all lots in the division of land contain a net area of not less than 15,000 square feet or have an average width of not less than 100 feet, except where sidewalks are necessary to serve such lots so as to maintain the continuity of the established neighborhood sidewalk pattern; B. The construction of sidewalks would be impractical because of topographical conditions or because of other physical obstacles; C. Sidewalks will not be in keeping with the neighborhood pattern; D. Sidewalks are not needed in, and will not benefit the area. 	<ul style="list-style-type: none"> • The subdivider shall, as part of the improvement of the street or highway, install sidewalks not less than five feet wide. • Sidewalks shall be direct in placement in order to create the most efficient connections between destinations. • Require compliance with County street design guidelines (including construction materials, ADA compliance, use of ramps, etc.) • Remove exception language from ordinance, particularly sections C and D. 	<ul style="list-style-type: none"> • Sidewalks provided where pedestrians are expected. • Newly-constructed sidewalks feature consistent design and quality (width, construction materials, ADA compliance, etc.). • Provides for future walking demand 	<ul style="list-style-type: none"> • Davis, California • Boulder, Colorado • Portland, Oregon

Healthy Design Code Recommendations				
Code Location	Existing Code Language (if applicable)	Recommended Code Changes or Additions	Intended Outcomes	Sample Communities* (if applicable)
To be included in Title 21	Code language does not yet exist for this specific design feature.	<ul style="list-style-type: none"> The proposed street system in and adjacent to a subdivision conforms to the Los Angeles County street design guidelines document. The proposed street system in and adjacent to a subdivision is designed in such a manner as to provide for the safe, convenient, and pleasant movement of pedestrians and bicyclists. 	<ul style="list-style-type: none"> Streets provide enhanced safety, convenience and attractiveness all road users, including pedestrians and bicyclists. Standardized street design guidelines that mandate healthy design, but are more flexible to change over time than ordinances. 	<ul style="list-style-type: none"> Salem, Oregon
STREET LIGHTING				
21.32.140 Street lighting--Required when, and 21.32.150 Street lighting--Not required when	<ul style="list-style-type: none"> Except as otherwise provided in this Title 21, the subdivider shall provide a street-lighting system in each division of land. Plans for street lights shall be submitted to the road commissioner in accordance with the Highway Permit Ordinance adopted May 28, 1940 and set out at Division 1 of Title 16 of this code. The requirement for street lighting systems as provided in Section 21.32.140 may be waived if the advisory agency finds that street lights will not be in keeping with the neighborhood pattern, or all lots in the division of land contain a net area of not less than 40,000 square feet and street lights are not necessary to serve such lots so as to maintain the continuity of an established neighborhood street-lighting pattern. 	<ul style="list-style-type: none"> Lighting shall be designed and located at a pedestrian scale; the position of street lamps along pedestrian ways should not exceed fifteen (15) feet in height above the ground. Lighting shall be designed to avoid off-site impacts on abutting properties. Lighting poles and fixtures shall be compatible with the function and design of the feature and abutting properties. 	<ul style="list-style-type: none"> Street lighting provided where pedestrians are expected Consistent and appropriately-scaled street lighting as part of all development, providing a more comfortable, inviting pedestrian environment and minimizing impacts on abutting uses 	<ul style="list-style-type: none"> Nashville and Davidson County, Tennessee San Antonio, Texas
TRANSIT STOPS				
To be included in Title 21 and/or Title 22	Code language does not yet exist for this specific design feature.	Within transit-oriented districts, neighborhoods, and in other appropriate zones and districts, require new developments to, at minimum, dedicate spaces for transit stops at convenient and walkable intervals, and provide incentives for installing and maintaining transit user amenities such as shelters, benches, showers, lockers, bike parking and signage.	Transit use and healthy transportation promotion through greater convenience and more amenities	Look to policy language for examples
WALLS, FENCES, AND PORCHES				
To be included in Title 21 and/or Title 22	Code language does not yet exist for this specific design feature.	Establish Crime Prevention Through Environmental Design (CPTED) guidance for development including guidelines for screening, fencing, and landscaping including maximum height for walls, fences, and hedges.	<ul style="list-style-type: none"> Increased attractiveness through higher-quality building methods and materials Increased safety through appropriate wall, fence, and porch design 	<ul style="list-style-type: none"> Tampa, Florida Palmdale, California
* Examples of code language from sample communities can be found in the appendix of Technical Memorandum 2 - Healthy Design Best Practices presented to Los Angeles County from Alta Planning + Design.				



Draft Healthy Design Ordinance

Title 21 SUBDIVISIONS

Chapter 21 GENERAL REQUIREMENTS

...

21.16.015 Building location and access restrictions--Exhibit map.

A tentative map submitted pursuant to Chapter 21.40 for any portion of a condominium project, a community apartment project, or a lease project shall be accompanied by an exhibit map, unless the project requires a conditional use permit which is processed prior to or concurrently with the tentative map and which addresses the location of buildings and access thereto on the project site. An exhibit map shall be subject to the following requirements:

- A. The exhibit map shall be submitted to the satisfaction of the Director and shall depict, but shall not be limited to, the location and dimensions of all structures, buildings, yards, walls, fences, vehicle and bicycle parking and loading facilities, and the vehicular and pedestrian access to the proposed buildings and parking, and the location and design of pedestrian roadway crossings (i.e. crosswalks).
- B. The exhibit map shall depict a cross section or sections shown to scale with dimensions for all existing and proposed highways, parkways, streets, ways, drives, fire lanes and alleys within and adjoining the subdivision. This cross section shall depict, but not be limited to, existing and proposed pedestrian, bicycle, vehicle and transit improvements, and features such as street trees, street lights, bicycle lanes, traffic calming devices, signs and utility poles, walls, fences, and adjacent building facades. Additional cross sections shall be provided to depict any variations in proposed improvements, including approaches and/or departures at intersections.
- BC. The exhibit map shall depict and ensure compliance with the development standards set forth in this Title 21 and in Title 22, the conditions of the approved tentative map, and the approved environmental document for the project.
- CD. The exhibit map shall not include conditions.
- DE. The exhibit map shall be reviewed by the subdivision committee, which shall make its recommendations to the advisory agency.
- EF. The exhibit map shall be approved or disapproved by the advisory agency concurrently with the tentative map for the project, consistent with the provisions of this Title 21. An approved exhibit map shall be consistent with the terms and

conditions of the approved tentative map including, but not limited to, the total number of dwelling units, site grading, pad elevations, the location of driveway entrances, and the pavement width of the internal driveway system, including walkways and landscaping strips.

FG. Upon recordation of the final map, the approved exhibit map shall be retained by the advisory agency and shall remain valid as long as the final map remains valid.

GH. The Director may approve an amendment to an approved exhibit map at any time prior to the expiration of the tentative map, or at any time after recordation of the final map as long as the final map remains valid, subject to the following requirements:

1. The Director of Public Works and the Forester and Fire Warden concur in the amendment to the exhibit map.
2. An amendment to the exhibit map shall be limited to building placement, driveway design--including location and width, walkway and landscaping strip design, the details of the cross-section(s) as required in subsection B of this section, the size and number of buildings within the proposed project, and setback modifications authorized by Section 22.48.180 of the Zoning Ordinance.
3. Notwithstanding subsection C, an exhibit map amended to modify setbacks may include conditions applicable to such modification.
4. An amendment to the exhibit map shall not increase the total number of units, modify site grading or pad elevations, or change the location of driveway entrances required by the approved tentative map.
5. An amendment to the exhibit map shall not be permitted if the proposed change(s) may result in a significant adverse environmental impact not addressed in the environmental document approved for the project.
6. The fee for an amendment to an exhibit map shall be a minimum initial deposit of \$1,000.00, to be submitted to the Department of Regional Planning, from which actual planning costs shall be billed and deducted, and any supplemental deposits as required by subsection E of Section 21.62.010.

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Chapter 24 DESIGN STANDARDS

Part 2 HIGHWAYS

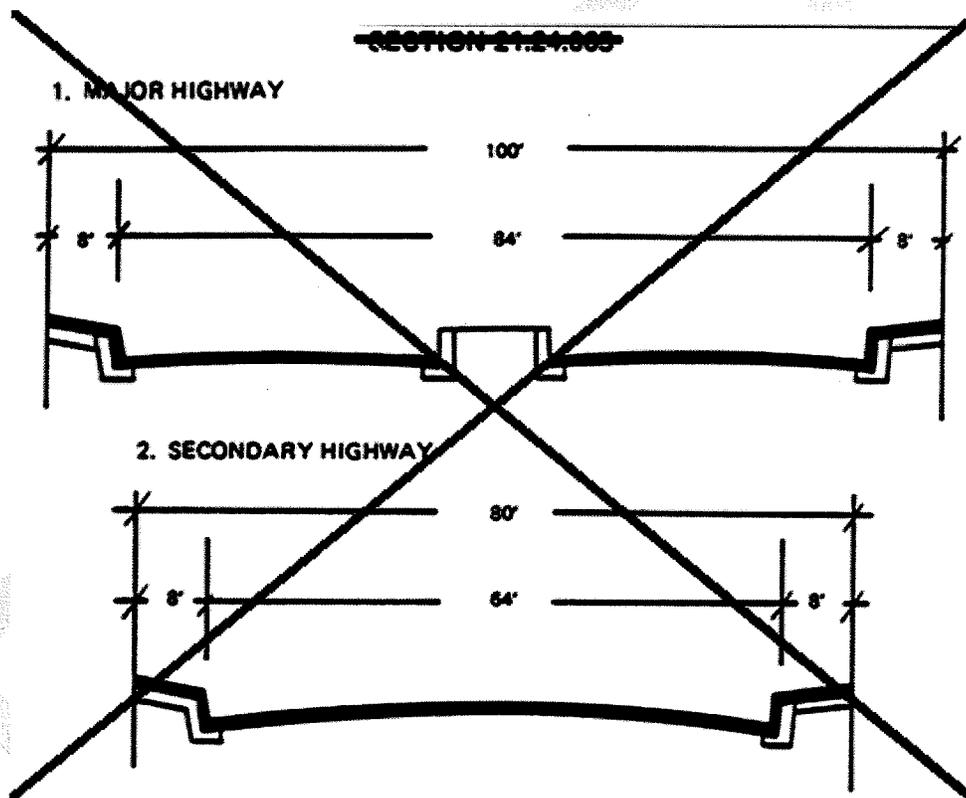
...

21.24.065 Right-of-way and roadway width requirements--Cross-section diagrams.

- A. Each highway shall have a width of right-of-way, vehicular pavement, and sidewalk, where a sidewalk is required, to conform to the following cross-sections and standards, or such other designs as approved by the road commissioner. The advisory agency may modify the requirements of this section if topographic features, title limitations, existing improvements or safety considerations make such dedication impossible or impractical, provided the safety and convenience of

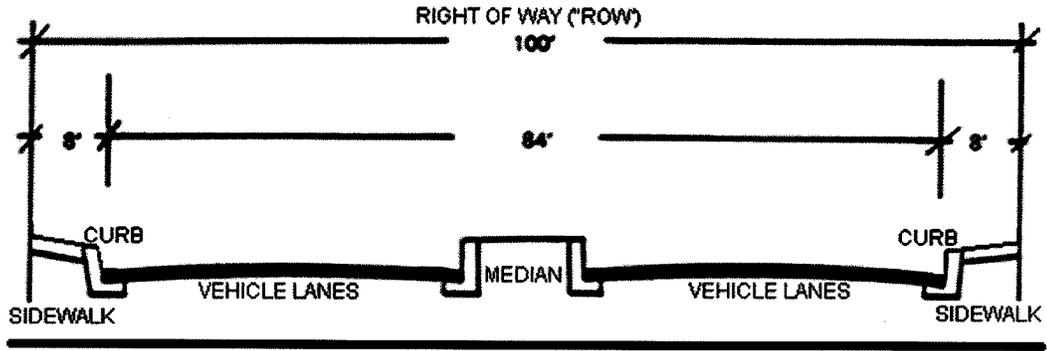
bicyclists and pedestrians, including children, senior citizens and persons with disabilities, is maintained.

- B. Width of Limited Secondary Highways. Where the advisory agency finds that the traffic or drainage conditions warrant, the area indicated by the asterisk in Diagram 3 shall be shown as a future or dedicated right-of-way. If such finding is not made, said area shall be subject to the provisions specified by Section 22.48.115. Other yard requirements established by Chapters 22.20 through 22.40 of Title 22 shall be in addition to said provisions.
- C. Cross-sections – not to scale. (See Cross-section Diagrams for Section 21.24.065 on following pages.)

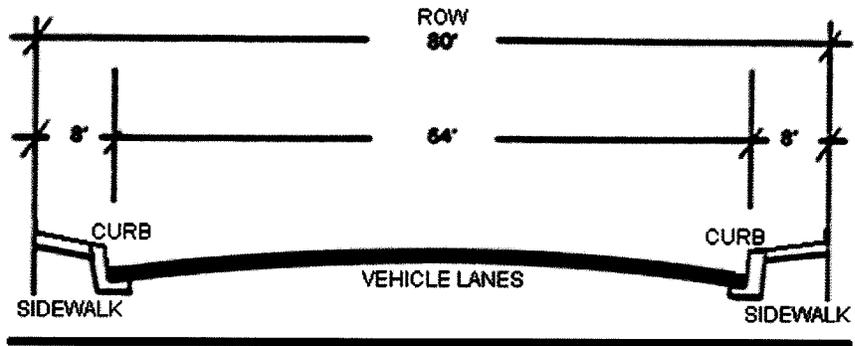


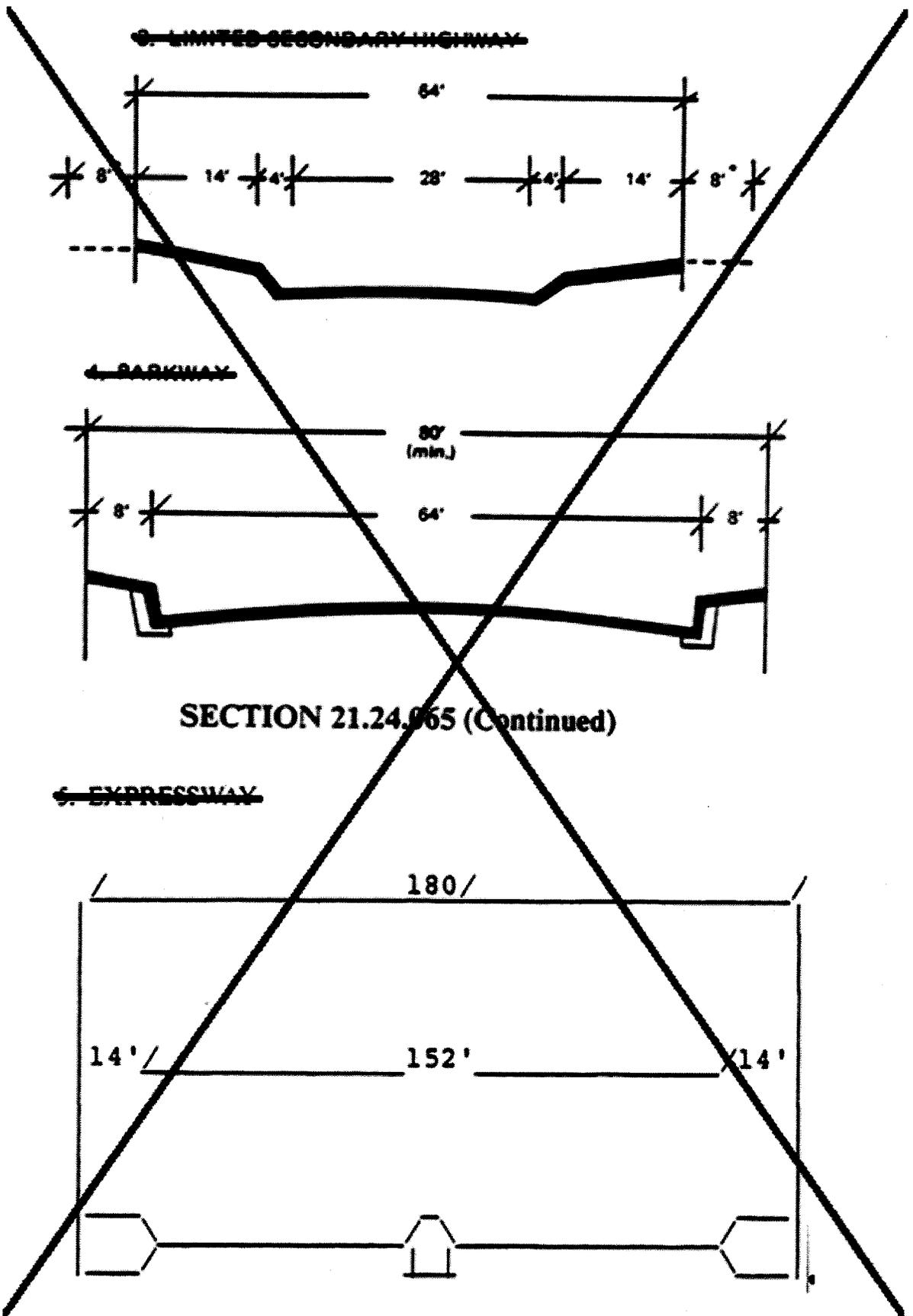
SECTION 21.24.065

1. MAJOR HIGHWAY



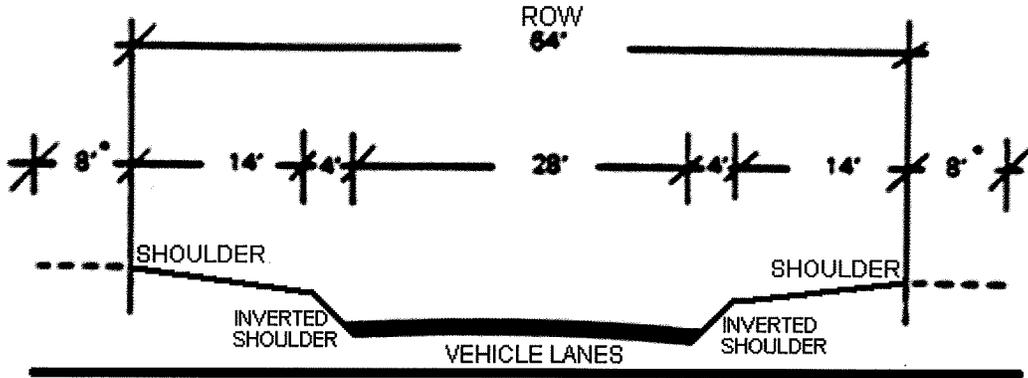
2. SECONDARY HIGHWAY



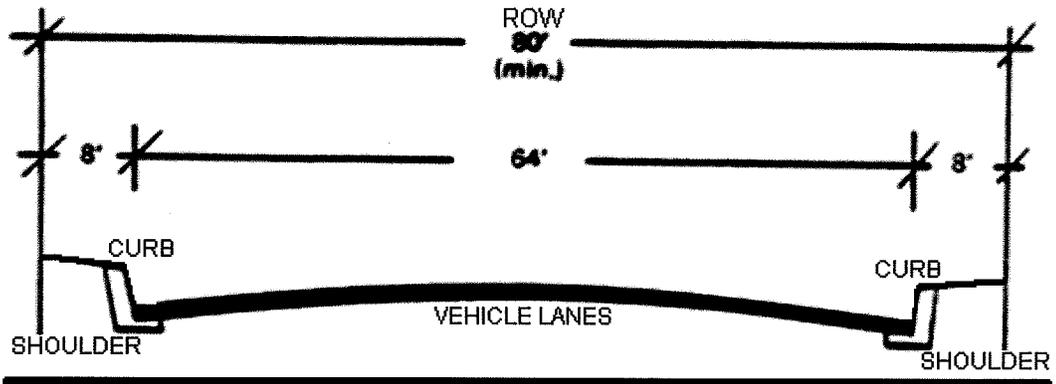


SECTION 21.24.065 (Cont'd)

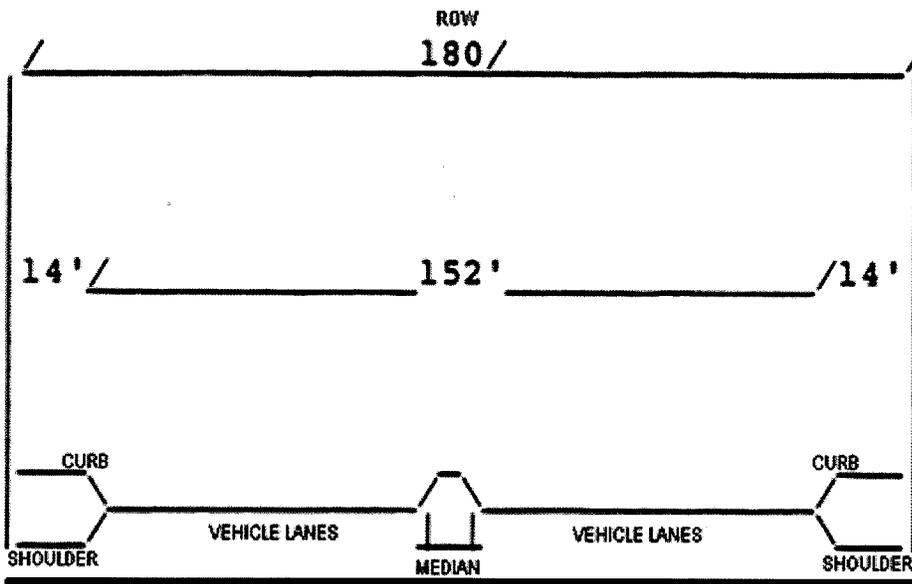
3. LIMITED SECONDARY HIGHWAY



4. PARKWAY



5. EXPRESSWAY



...

Part 3 LOCAL STREETS AND WAYS

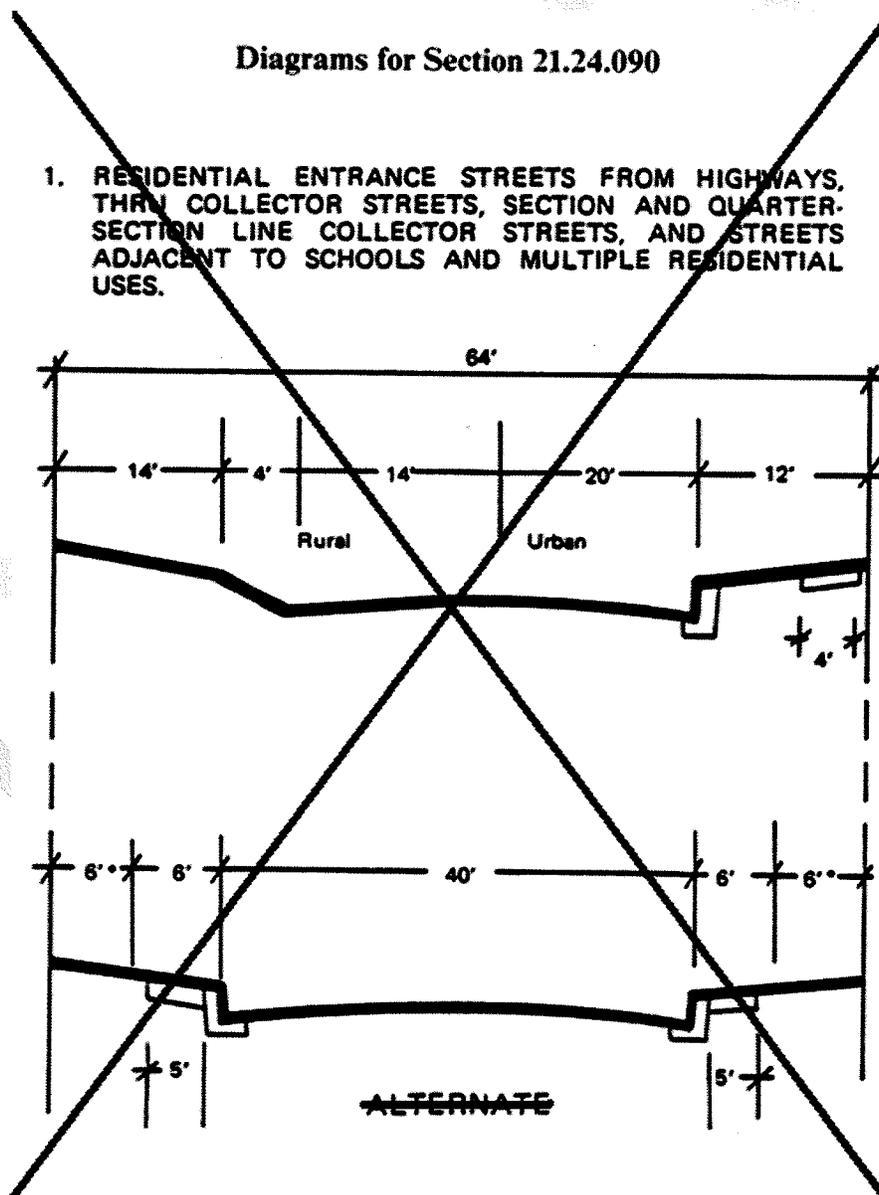
21.24.090 Right-of-way and roadway width requirements--Cross-section diagrams.

- A. Each alley and street shall have a width of right-of-way, vehicular pavement and sidewalk, where a sidewalk is required, to conform to the following cross-sections. ~~The advisory agency may modify the requirements of this section as to right-of-way and improvements widths if topographic features, title limitations, the general plan, community standards districts, the pattern of existing neighborhood development or existing improvements, or safety considerations make such dedication impossible, unnecessary or impractical. The advisory agency may also modify right-of-way and improvement width requirements in conjunction with a conditional use permit for a residential planned development, density-controlled development or hillside development if it finds that the standard street widths are not consistent with the approved design. In no case shall the minimum right-of-way width be less than 40 feet, except for alleys. The cross-sections designated as "alternate" shall not apply if the advisory agency finds that the use of such alternate cross-sections would not be in keeping with the design and improvement of adjoining highways or streets.~~
- B. Provided the minimum right-of-way width is 40 feet except for alleys, the minimum sidewalk width is five feet, and the safety and convenience of bicyclists and pedestrians, including children, senior citizens and persons with disabilities, is maintained, the advisory agency may modify the requirements of this section:
1. If topographic features, title limitations, the general plan, community standards districts, the pattern of existing neighborhood development or existing improvements, or safety considerations make such dedication impossible, unnecessary or impractical; or
 2. If it finds that the standard street widths are not consistent with the approved design, in conjunction with a conditional use permit for a residential planned development, density-controlled development or hillside development.
- C. The cross-sections designated as "alternate" shall apply to existing improved streets only where the advisory agency finds:
1. That the standard cross-section is not necessary to provide for the safety and convenience of pedestrians, including children, senior citizens and persons with disabilities; and
 2. That the alternate cross-section will not directly serve land zoned residential or commercial; and
 3. That pedestrian-heavy institutional uses, including private schools, public schools, colleges, universities, parks and post offices, will not be served by the alternate cross-section;
 4. That the alternate cross-section will not impact existing bicycle facilities and/or proposed facilities in accordance with the county Bicycle Master Plan; and

5. That the use of such alternate cross-sections would be in keeping with the design and improvement of adjoining highways or streets.

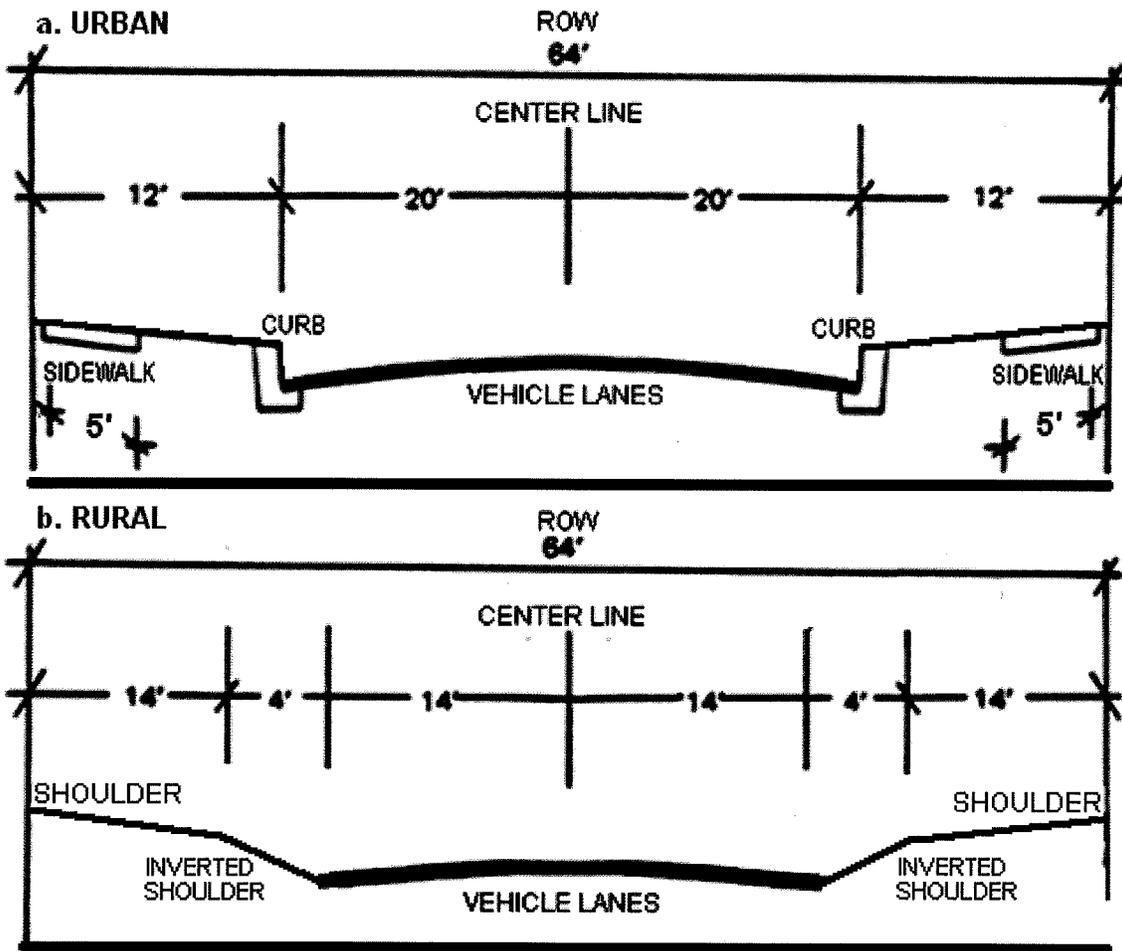
BD. That position of a street marked with an asterisk (*) in the following diagrams may be counted as part of the net area of a lot or parcel of land. The line between that portion of a street marked with an asterisk (*) and the portion thereof not so marked shall be deemed to be the property line as the words "property line" are used in the Zoning Ordinance set out at Title 22 of this code, but this shall not permit any encroachment within any portion of such street by the underlying fee owner.

CE. ~~Diagrams~~ Cross-sections – not to scale. (See Cross-section Diagrams for Section 21.24.090 on following pages for diagrams.)



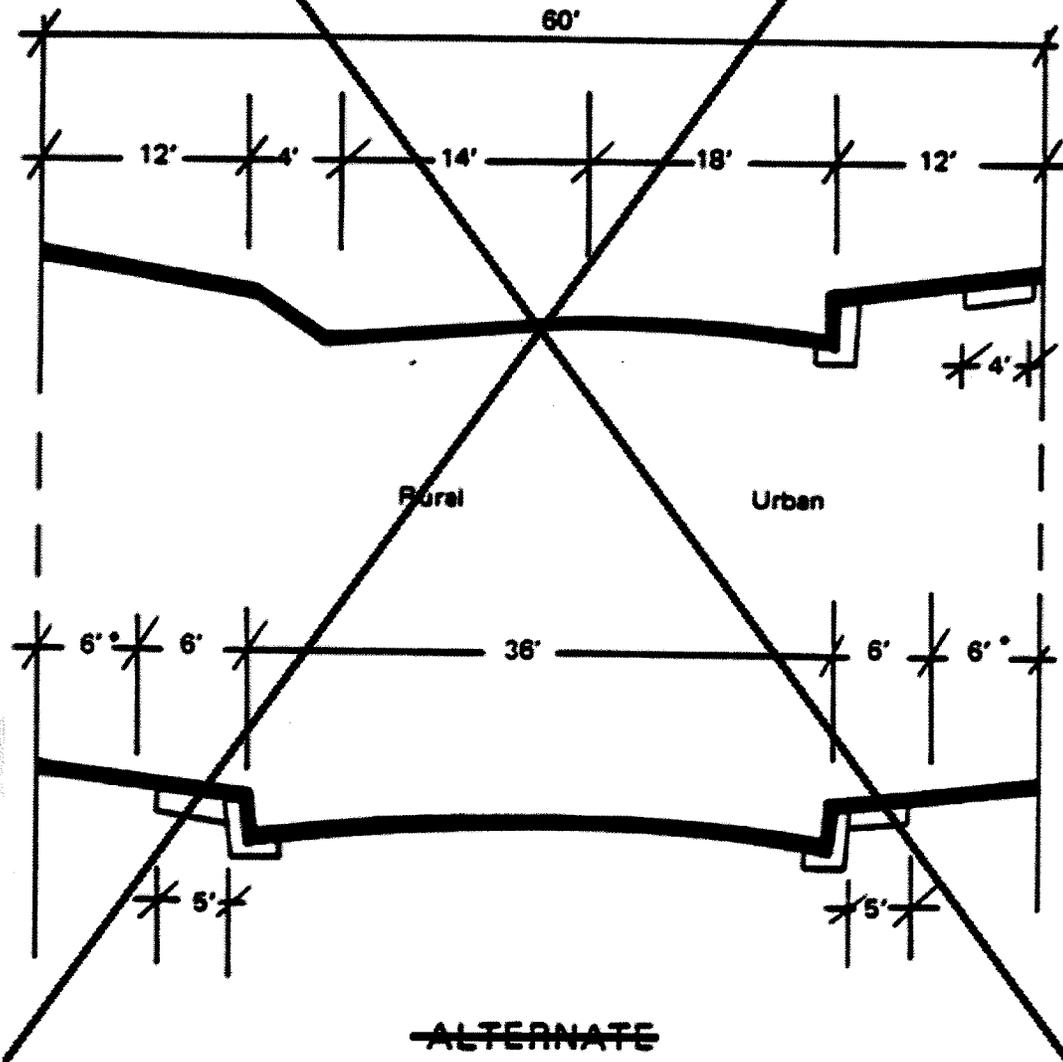
Diagrams for Section 21.24.090

1. RESIDENTIAL ENTRANCE STREETS FROM HIGHWAYS, THRU COLLECTOR STREETS, SECTION AND QUARTER-SECTION LINE COLLECTOR STREETS, AND STREETS ADJACENT TO SCHOOLS AND MULTIPLE RESIDENTIAL USES.



Diagrams for Section 21.24.090 (Cont'd)

2. INTERIOR COLLECTOR STREETS, CUL-DE-SAC STREETS MORE THAN 700 FEET IN LENGTH, AND LOOP OR OTHER LOCAL STREETS MORE THAN 1,400 FEET IN LENGTH - ONE OR TWO FAMILY RESIDENCES.

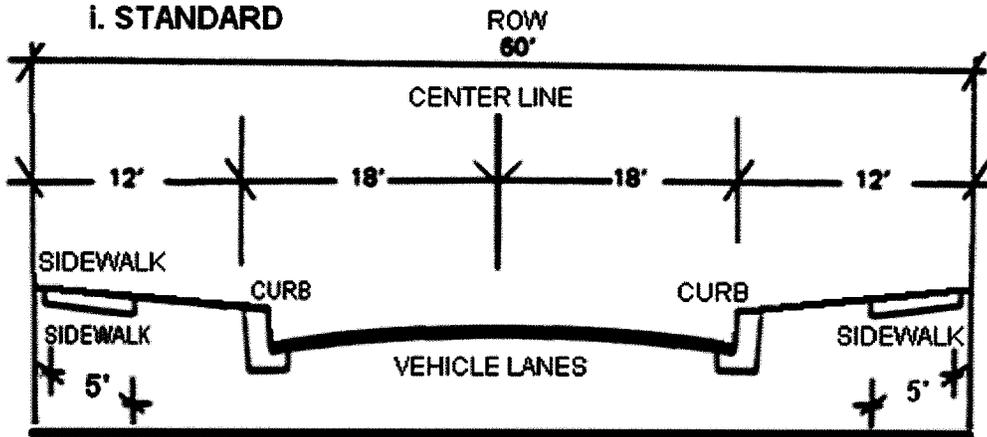


Diagrams for Section 21.24.090 (Cont'd)

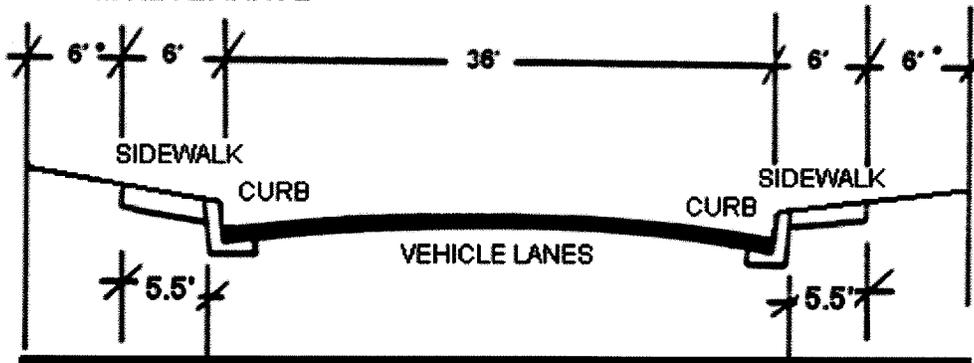
2. INTERIOR COLLECTOR STREETS, CUL-DE-SAC STREETS MORE THAN 700 FEET IN LENGTH, AND LOOP OR OTHER LOCAL STREETS MORE THAN 1,400 FEET IN LENGTH - ONE OR TWO FAMILY RESIDENCES.

a. URBAN

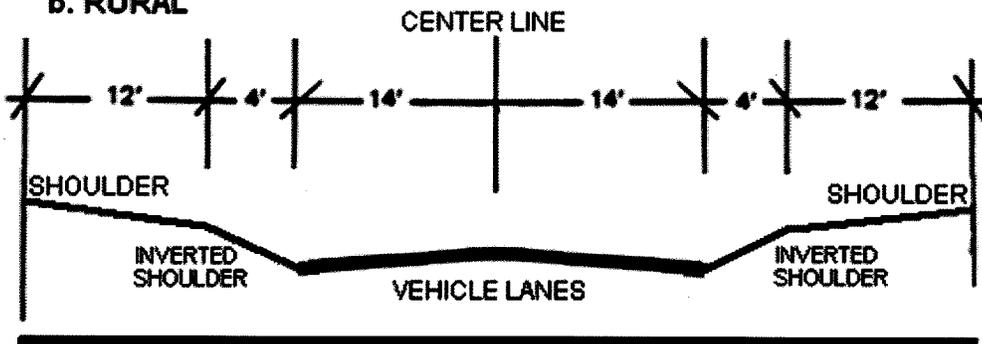
i. STANDARD



ii. ALTERNATE

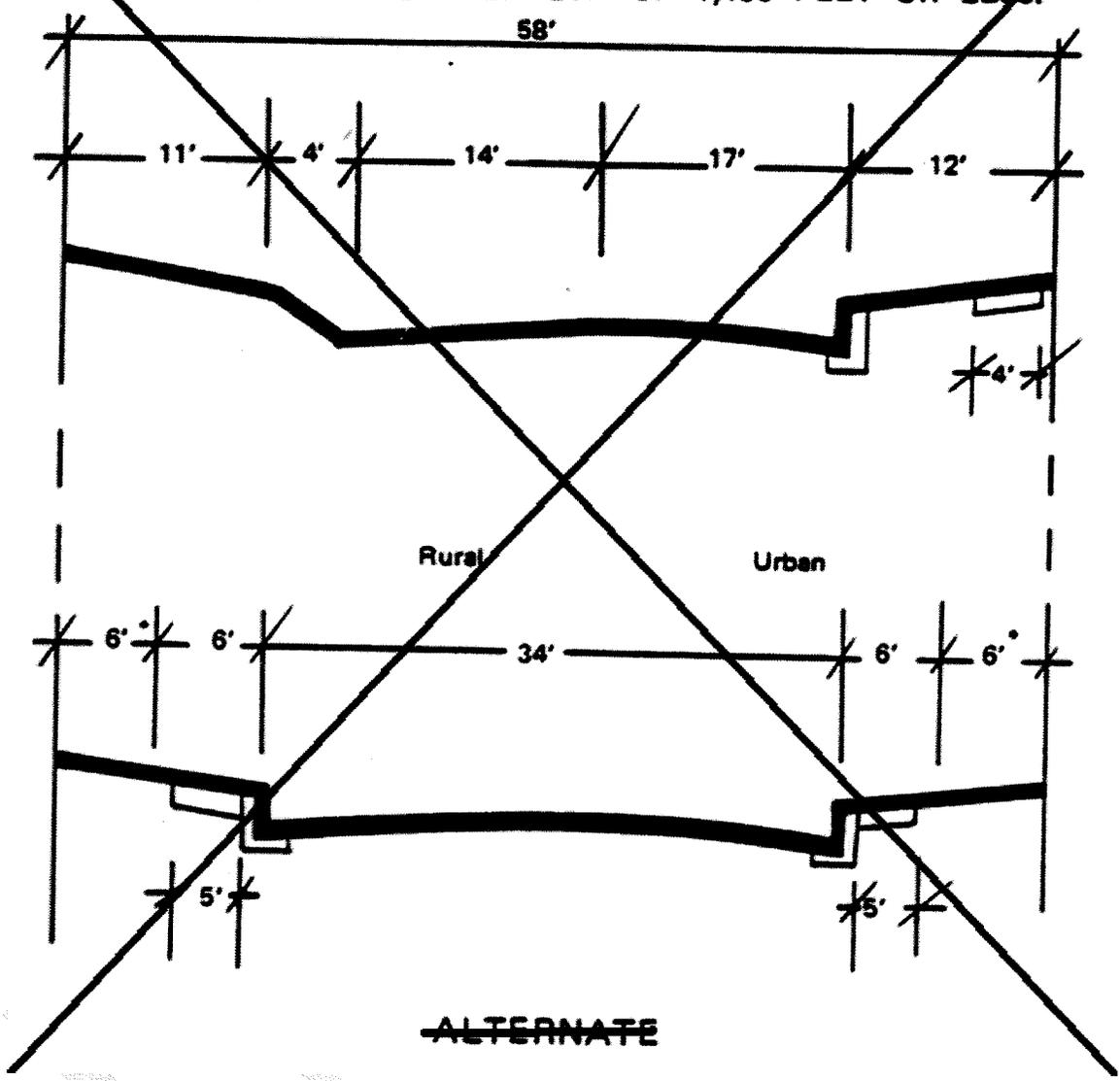


b. RURAL



*See Section 21.24.090 (B)

3. INTERIOR LOCAL STREETS, CUL-DE-SAC STREETS HAVING A LENGTH OF 700 FEET OR LESS, LOOP OR OTHER LOCAL STREETS HAVING A LENGTH OF 1,400 FEET OR LESS.

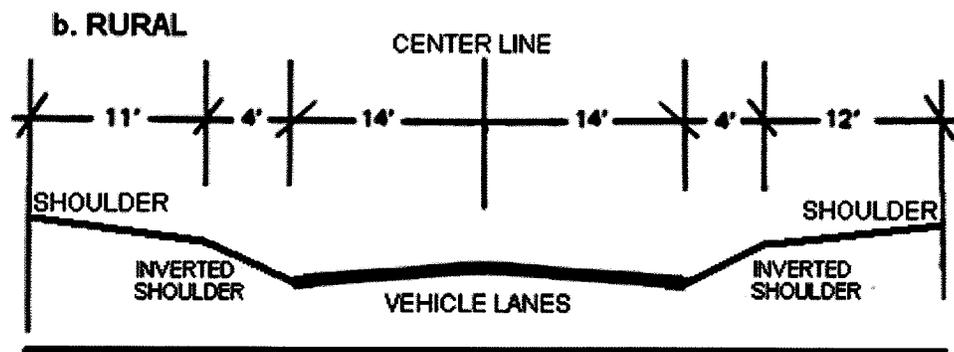
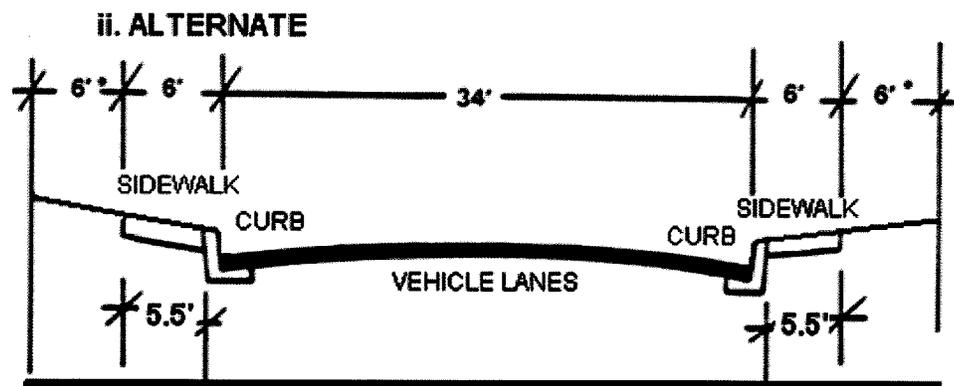
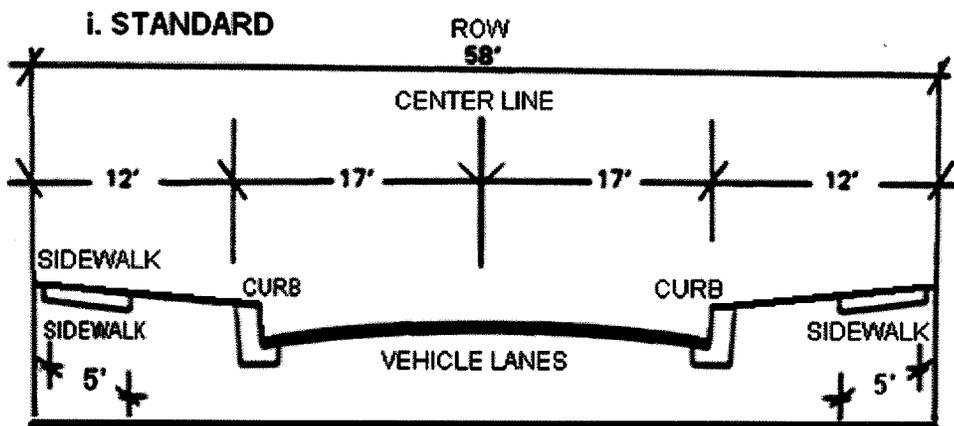


ALTERNATE

Diagrams for Section 21.24.090 (Cont'd)

3. INTERIOR LOCAL STREETS, CUL-DE-SAC STREETS HAVING A LENGTH OF 700 FEET OR LESS, LOOP OR OTHER LOCAL STREETS HAVING A LENGTH OF 1,400 FEET OR LESS.

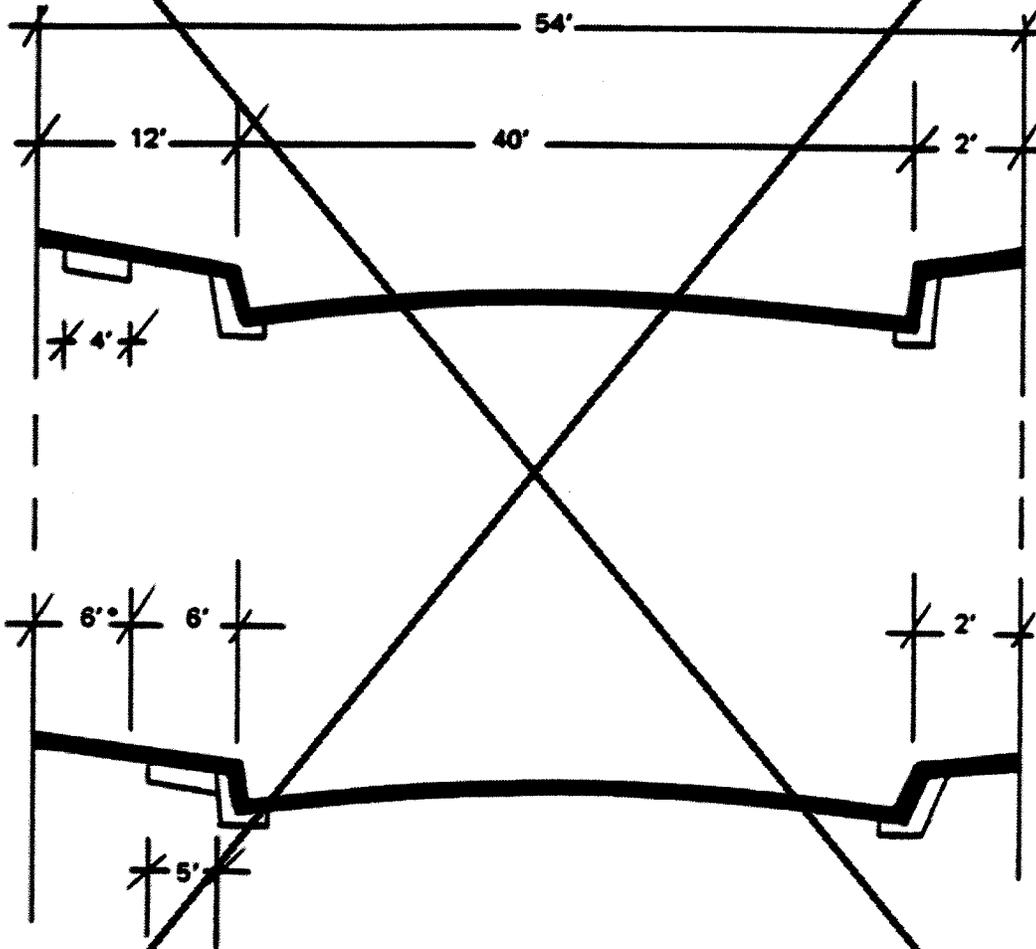
a. URBAN



*See Section 21.24.090 (B)

Diagrams for Section 21.24.090 (Cont'd)

4. SERVICE STREET SERVING AS A COLLECTOR STREET FOR MULTIPLE RESIDENCES.



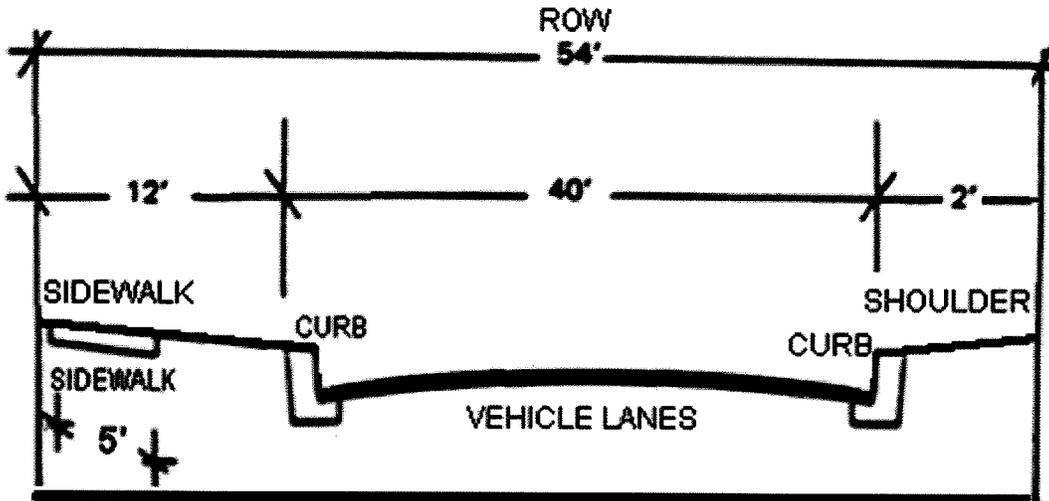
~~ALTERNATE~~

*See Section 21.24.090 (B)

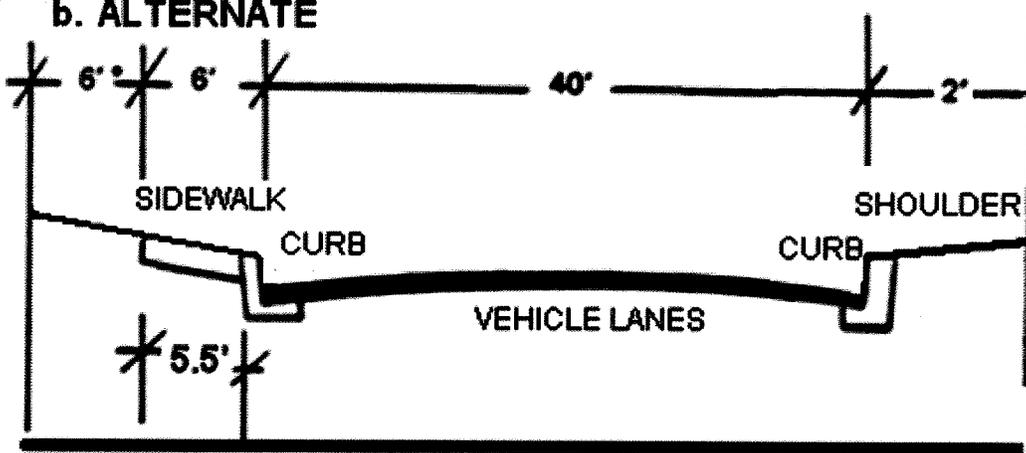
Diagrams for Section 21.24.090 (Cont'd)

4. SERVICE STREET SERVING AS A COLLECTOR STREET FOR MULTIPLE RESIDENCES.

a. STANDARD

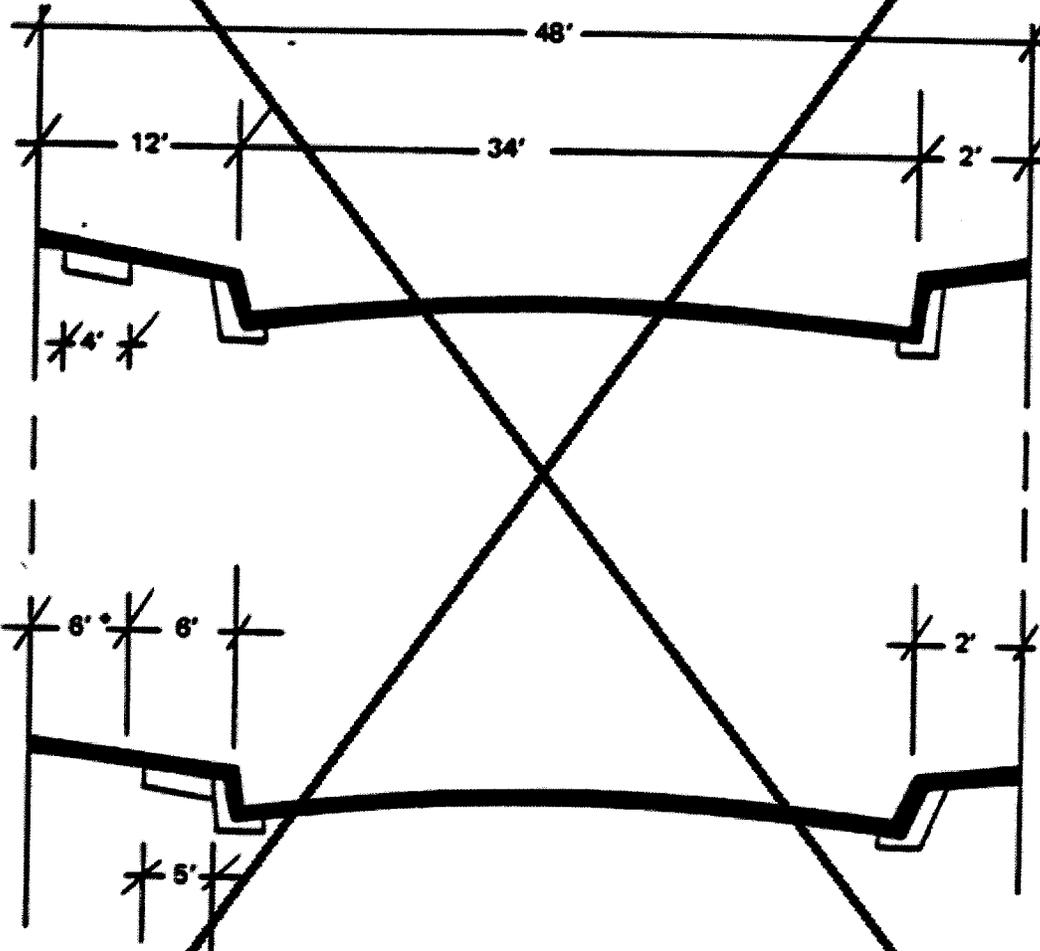


b. ALTERNATE



Diagrams for Section 21.24.090 (Cont'd)

5. SER E STREET SERVING ONE FAMILY ID TWO FAMILY RESIDENCES.



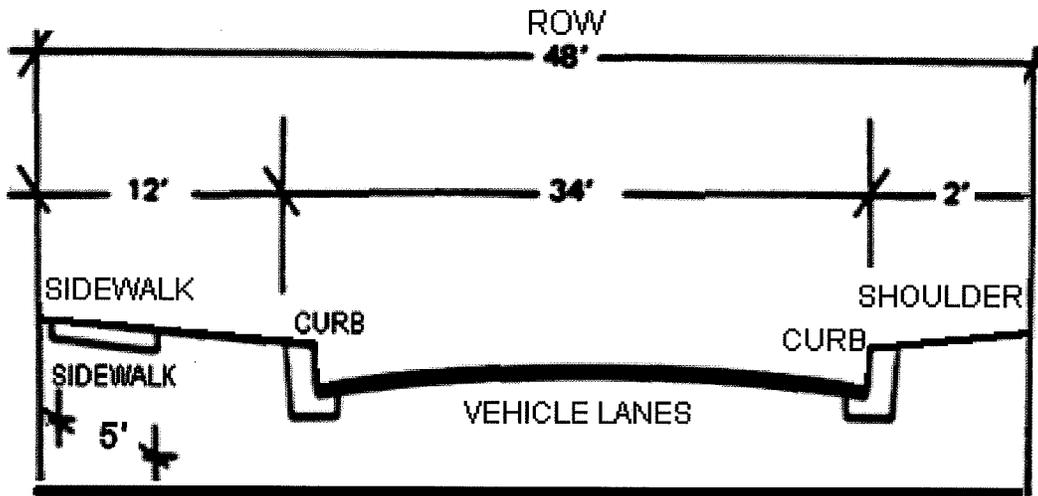
~~ALTERNATE~~

See Section 21.24.090 (B)

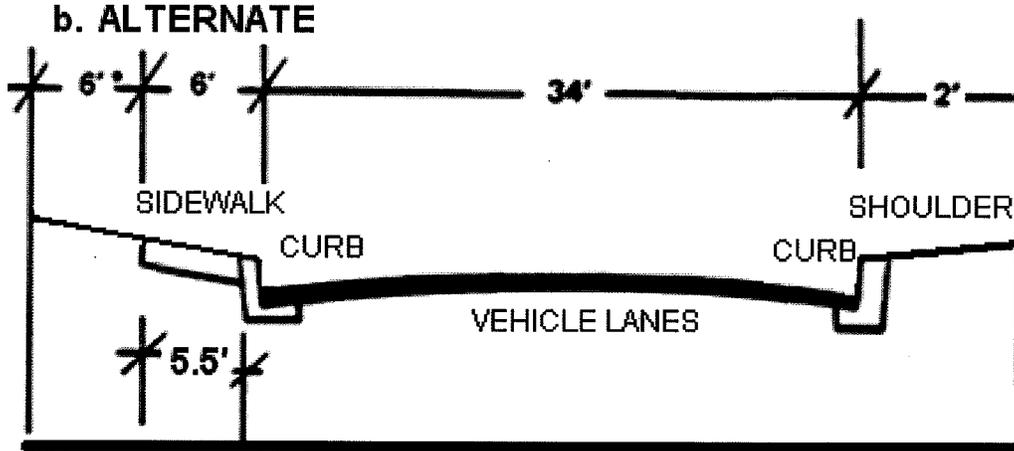
Diagrams for Section 21.24.090 (Cont'd)

5. SERVICE STREET SERVING ONE FAMILY AND TWO FAMILY RESIDENCES.

a. STANDARD

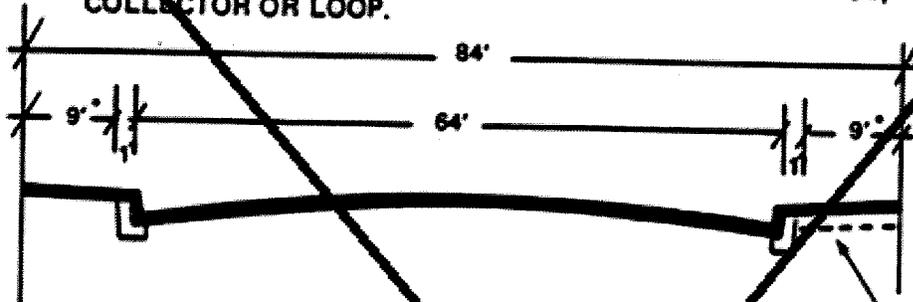


b. ALTERNATE

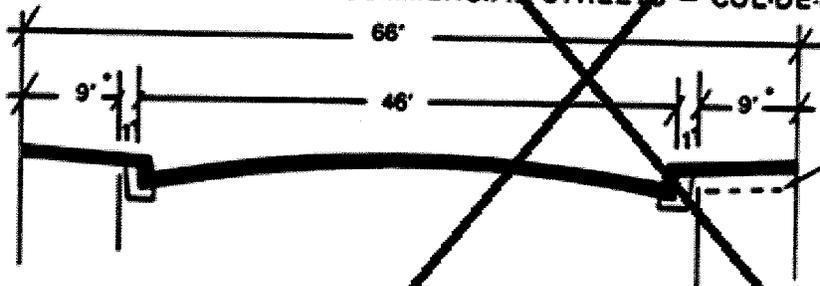


Diagrams for Section 21.24.090 (Cont'd)

6. INDUSTRIAL AND COMMERCIAL STREETS - ENTRANCE, COLLECTOR OR LOOP.

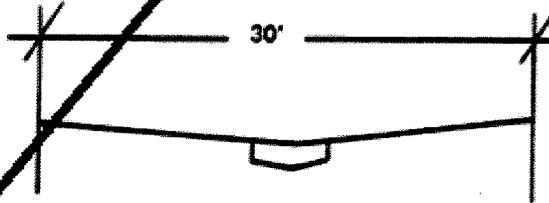


7. INDUSTRIAL AND COMMERCIAL STREETS - CUL-DE-SAC.



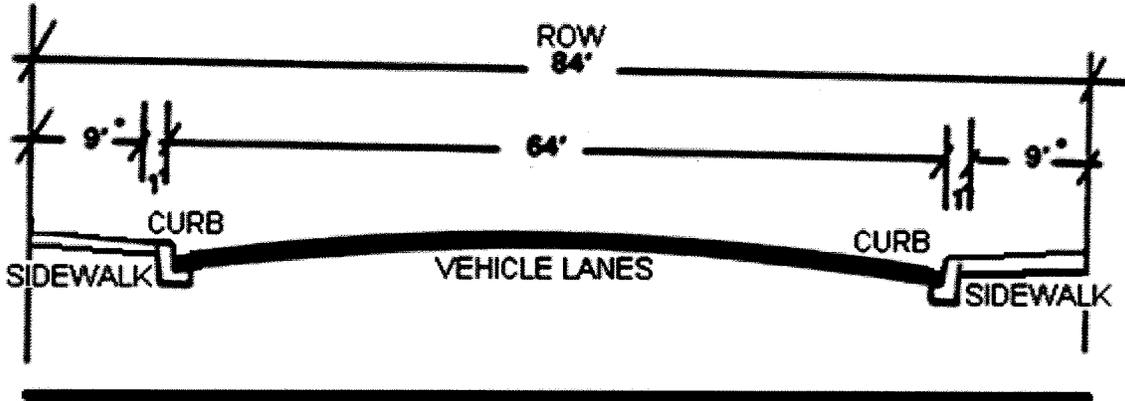
~~Optional where
future pedestrian
traffic warrants~~

8. ALLEY.

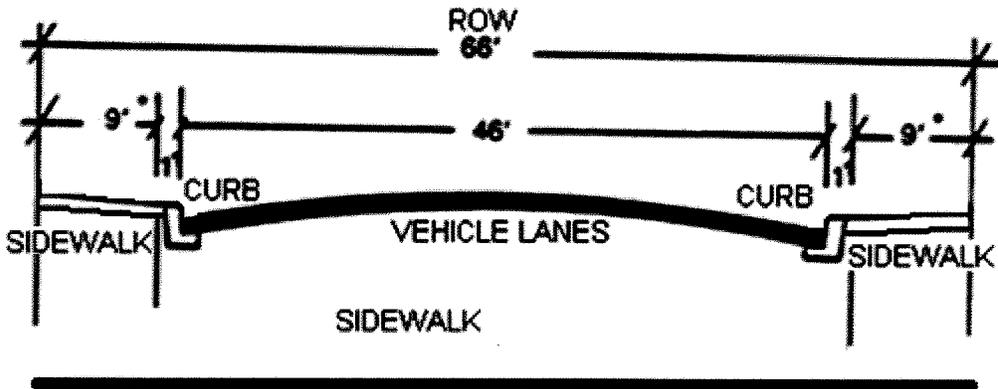


*See Section 21.24.090 (B)

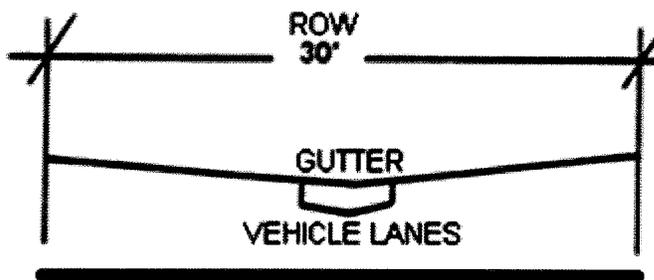
6. INDUSTRIAL AND COMMERCIAL STREETS – ENTRANCE, COLLECTOR OR LOOP.



7. INDUSTRIAL AND COMMERCIAL STREETS – CUL-DE-SAC.



8. ALLEY.



*See Section 21.24.090 (B)

...

21.24.210 Pedestrian ways.

- A. Design standards.** All pedestrian ways shall be designed to maximize pedestrian safety, security, and comfort, and shall include the following:
1. Open public access, unless otherwise recommended by the county Sheriff, or determined by the advisory agency, that such access be gated for safety reasons;
 2. Walls and/or fences that allows for transparency while providing a means of security, as applicable;
 3. A paved walkway with a minimum of five feet in width;
 4. A landscape strip with a minimum of four feet in width, adjacent to the walkway;
 5. Tree plantings within the landscape strip at sufficient intervals to provide a continuous shade canopy;
 6. Lighting at sufficient intervals to illuminate the pedestrian way; and
 7. Other applicable measures as determined by the director.
- B. Internal mid-block crossings.** Excepting in the case of any reversion-to-acreage map, vacation map or boundary-line map, a transverse pedestrian way of adequate width with a minimum width of eight feet may be required through the approximate middle of each block having a length of more than 700 feet. No such pedestrian way shall have a grade exceeding ~~30~~10 percent, except where such pedestrian way matches a street grade exceeding 10 percent, provided that where one or more adequate stairways in such pedestrian way are made a part of the improvement thereof, the grade of such stairway may be as great as ~~75~~50 percent.
- C. Cul-de-sac through access.**
1. When proposed, cul-de-sacs shall provide a through-access pathway and/or stairway, for pedestrians and/or bicyclists with a minimum width of eight feet to the following, as applicable, where title limitations and/or topography allow:
 - a. An adjoining highway, parkway, street, driveway, fire lane, or alley;
 - b. An existing or proposed trail within 500 feet;
 - c. An existing or proposed recreational facility within 500 feet, within the same subdivision boundary;
 - d. An existing school;
 - e. An existing commercial area.
 2. Such through access shall be depicted with an access and pathway construction easement or dedication, and when improvements are required also a constructed pathway. Such through-access shall be privately maintained by either a homeowners association or by adjoining property owners equally in agreement.

...

Part 5 SPECIAL REQUIREMENTS

...

21.24.380 Condominiums and community apartment projects.

- A. In a division consisting of a condominium project as defined in Section 1350 of the Civil Code, or a community apartment project as defined in Section 11004 of the Business and Professions Code, maps of such subdivisions need not, but may, show the design of the buildings and manner in which the buildings or the airspace above the property shown on the map are to be divided.

- B. Where a private driveway is required by the forester and fire warden to be a fire lane, pedestrian access adjacent to the fire lane shall be clearly delineated, including any pedestrian crossings, and shall be provided as follows:
 - 1. When serving residential uses having an overall project density of less than 12 dwelling units per net acre, an improved curbed walkway with a minimum of five feet in width shall be constructed.
 - 2. When serving residential uses having an overall project density of 12 or more dwelling units per net acre, an improved curbed walkway with a minimum of five feet in width, and a landscape strip with a minimum of four feet in width shall be constructed. No landscape strip is required where such strip would block access to parking.
 - 3. When serving commercial and/or industrial uses, an improved curbed walkway with a minimum of five feet in width, and a landscape strip with a minimum of five feet in width, shall be constructed. Such walkway(s) shall connect any main building entrance(s) with on-site parking facilities and sidewalk(s).

- C. In all other respects, all of the provisions of this Title 21 shall apply to such a subdivision.

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Chapter 21.32 IMPROVEMENTS

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- ~~21.32.180 Sidewalks—Required when.~~
- ~~21.32.190 Sidewalks—Not required when.~~
- ~~21.32.195 On-site Trees—Required when.~~

...

21.32.070 Road improvements.

- A. All road improvements, including drainage structures incidental thereto and including two-foot cement concrete gutters wherever cement concrete curb is required, shall be installed to a grade approved by the road commissioner. Plans, profiles and specifications for such improvements shall be furnished to the road commissioner not later than the time of submitting the final map or parcel map to the county engineer for checking, and such plans, profiles and specifications shall be subject to the approval of the road commissioner before any such map shall be approved or

certified. Such plans, profiles and improvements shall be in accordance with the standards of the county of Los Angeles, as adopted by the board of supervisors.

- B. Where all lots in the division of land contain a net area of not less than 20,000 square feet, the rural street section, inverted shoulder, may be used in lieu of concrete curbs and gutters and sidewalks, provided that curbs and gutters are not necessary for drainage purposes or to maintain an existing neighborhood pattern, including pedestrian facilities, provided the safety and convenience of bicyclists and pedestrians, including children, senior citizens and persons with disabilities, is maintained.

21.32.160 Street tree planting.

Except as otherwise provided in this section, a subdivider shall plant trees along the frontage of all lots shown on a final map or parcel map. The number, species, and location of such trees shall be as specified by the road commissioner. Tree planting is not required unless it is determined by the advisory agency to be in the public interest:

- A. Along a segment of a street or highway to which the right of direct access from abutting lots has been relinquished; and
- B. Along streets and highways which are not improved with curbs.

21.32.180 Sidewalks--Required when.

- A. Except as otherwise provided in this Title 21, the subdivider shall, as part of the improvement of the street or highway, install sidewalks not less than ~~four~~ five feet wide:
 - ~~A1. On both sides of entrance and collector streets within the division of land;~~
 - ~~B2. On both sides of loop, interior and cul-de-sac streets;~~
 - ~~C3. Along one side of service roads adjacent to abutting lots;~~
 - ~~D4. Along highways shown on the Highway Plan where no service road is provided and the lots in the division of land take direct access to the highway;~~
 - ~~E. Along highways shown on the Highway Plan where necessary in order to provide for the safety and convenience of pedestrians.~~
- B. The construction of sidewalks is not required where at least one of the following conditions exist, and the advisory agency so finds:
 - 1. Where all lots in the division of land contain a net area of not less than 15,000 square feet or have a frontage of not less than 100 feet, except where sidewalks are necessary to serve such lots so as to maintain the continuity of the established neighborhood sidewalk pattern or provide for the safety and convenience of bicyclists and pedestrians, including children, senior citizens and persons with disabilities;

2. The construction of sidewalks would be impractical because of topographical conditions, natural features, living trees, or existing buildings, provided the safety and convenience of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities, is maintained.

21.32.190 Sidewalks--Not required when.

The construction of sidewalks is not required where any one or more of the following conditions exist and the advisory agency so finds:

- A. ~~Where all lots in the division of land contain a net area of not less than 15,000 square feet or have an average width of not less than 100 feet, except where sidewalks are necessary to serve such lots so as to maintain the continuity of the established neighborhood sidewalk pattern;~~
- B. ~~The construction of sidewalks would be impractical because of topographical conditions, or because of other physical obstacles;~~
- C. ~~Sidewalks will not be in keeping with the neighborhood pattern;~~
- D. ~~Sidewalks are not needed in, and will not benefit the area.~~

21.32.195 On-site trees—Required when.

- A. Required when. In addition to the requirements of Section 21.32.160, the subdivider shall plant or cause to be planted within the front yard, one tree within the front yard for each 25 feet of street frontage of each parcel resulting from a residential division of land, as a condition of approval, subject to the director's approval of the location and species in consultation with the forester and fire warden. This requirement
- B. Location. The tree(s) shall be planted as follows:
 - 1. Tree trunks within four to eight feet from the edge of sidewalk closest to the property line.
 - 2. When multiple trees are required, a maximum of 25 feet between trees.
- C. Species. The species of tree(s) shall reach a minimum shade canopy of 25 feet in diameter at least six feet in height as measured from base of tree, at expected maturity. The species of tree shall be subject to review and approval by the director.
- D. Size. Upon planting, all required onsite trees shall be a minimum size of five gallons, and a minimum height of 10 feet.
- E. Waiver. The requirements for on-site trees may be waived or modified by the advisory agency where it is:
 - 1. Such planting of the number of required tree(s) is impractical with existing development or within condominium conversion projects, or if mature trees already exist onsite in required locations; and/or

2. Found to be impractical due to topographic conditions, is not in keeping with the neighborhood pattern, or otherwise will not benefit the area.

...

Chapter 21.40 TENTATIVE MAPS

21.40.040 Contents--Information and documents required.

A. The tentative map shall show and contain, or be accompanied by, the following matters as an aid to the advisory agency in its consideration of the design of the division land:

...

5. The width and approximate grades of all highways, parkways, streets, drives, fire lanes, alleys, ways and ways-sidewalks within such proposed division of land;

...

26. A cross section or sections shown to scale with dimensions for all existing and proposed highways, parkways, streets, ways, drives, fire lanes and alleys within and adjoining the subdivision. This cross section shall depict, but not be limited to, existing and proposed pedestrian, bicycle, vehicle and transit improvements, and features such as street trees, street lights, bicycle lanes, traffic calming devices, signs and utility poles, walls, fences, and adjacent building facades. Additional cross sections shall be provided to depict any variations in proposed improvements, including approaches and/or departures at intersections;

27.26. Such other information as the advisory agency may require director determines necessary.

...

Chapter 21.48 MINOR LAND DIVISIONS

...

21.48.040 Information required—Format.

...

O. The location of any existing sewage disposal system which is proposed to remain in the division of land;

P. A cross section or sections shown to scale with dimensions for all existing and proposed highways, parkways, streets, ways, drives, fire lanes and alleys within and adjoining the subdivision. This cross section shall depict, but not be limited to, existing and proposed pedestrian, bicycle, vehicle and transit improvements, and features such as street trees, street lights, bicycle lanes, traffic calming devices, signs and utility poles, walls, fences, and adjacent building facades. Additional cross

sections shall be provided to depict any variations in proposed improvements, including approaches and/or departures at intersections;

Q. Such other information as the director determines necessary.

...

DRAFT

Title 22 PLANNING AND ZONING

Chapter 22.08 DEFINITIONS

22.08.030 C.

...

-- "Communication equipment building" means a building housing operating electrical and mechanical equipment necessary for the conducting of a public utility communications business, with or without personnel.

-- "Community garden" means a garden for the growing of plants, herbs, flowers, fruits and/or vegetables, by two or more persons. All accessory storage of appurtenant materials and equipment shall be completely enclosed, and shall be located no less than six feet from any habitable structure. On-site sales of products is not allowed, unless otherwise specifically permitted in the zone.

-- "Condition of use" means a development standard determined to be necessary to permit harmonious classification of a use as listed in a zone and therefore a prerequisite to place, or for application to place, such use as classified. A condition of use shall be subject to the provisions of Part 2 of Chapter 22.56, but shall be deemed a mandatory requirement except as provided therein.

...

22.08.060 F.

...

-- "Family child care home, small" means a home that regularly provides non-medical care, protection, and supervision for eight (8) or fewer children in the provider's own home for periods of less than 24 hours per day, as defined and licensed under the regulations of the state of California.

-- "Farmers' market" means a California Certified Farmers' Market, as defined in California state law, that:

A. Is where producers sell farm products and/or value-added farm products directly to consumers;

B. Is operated by a local government agency, one or more certified producers, a nonprofit organization or other such community group;

C. Is certified by and operating in a location approved by the county agricultural commissioner;

D. Is open to the public; and

E. Has a designated farmers' market manager;

-- "Farmers' market manager" means the person responsible for the operation of a farmers' market.

-- "Farmworker" means the same as "agricultural employee" as defined in section 1140.4(b) of the California Labor Code.

...

22.08.220 V.

-- “Value-added farm product” means any product processed by a producer from a farm product, such as baked goods, jams, and jellies.

-- Vehicle, Inoperative. “Inoperative vehicle,” as used in this title, means any motor vehicle which cannot be operated lawfully on a public street or highway within this state for any reason other than the lack of current vehicle registration, or which cannot be moved under its own power.

...

Chapter 22.20 RESIDENTIAL ZONES

...

Part 2 R-1 SINGLE-FAMILY RESIDENCE ZONE

22.20.070 Permitted uses.

Property in Zone R-1 may be used for:

-- Adult residential facilities, limited to six or fewer persons.

-- Community gardens.

-- Family child care homes, large, subject to the procedures and standards provided in subsection A of Section 22.20.021.

...

22.20.100 Uses subject to permits.

Property in Zone R-1 may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of each permit for:

...

-- Electrical distribution substations, including microwave facilities used in conjunction therewith.

-- Farmers’ markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Farmworker housing complexes, subject to the applicable provisions of Part 24 of Chapter 22.52.

...

Part 3 R-2 TWO-FAMILY RESIDENCE ZONE

22.20.170 Permitted uses.

Property in Zone R-2 may be used for:

-- Adult residential facilities, limited to six or fewer persons.

-- Community gardens.

-- Day care for children, family homes.

...

22.20.200 Uses subject to permits.

Property in Zone R-2 may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

-- Electrical distribution substations, including microwave facilities used in conjunction therewith.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Farmworker housing complexes, subject to the applicable provisions of Part 24 of Chapter 22.52.

...

Part 4 R-3-()U LIMITED MULTIPLE RESIDENCE ZONE

22.20.260 Permitted uses.

Property in Zone R-3 may be used for:

...

-- Child care centers serving no more than 50 children.

-- Community gardens.

-- Family child care homes, large.

...

22.20.290 Uses subject to permits.

Property in Zone R-3-()U may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

-- Family child care homes, small.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Farmworker dwelling units, subject to the applicable provisions of Part 24 of Chapter 22.52.

...

Part 5 R-4-()U UNLIMITED RESIDENCE ZONE

22.20.340 Permitted uses.

Property in Zone R-4-(U) may be used for:

- ...
- Child care centers.
- Community gardens.
- Family child care homes, large.
- ...

22.20.370 Uses subject to permits.

Property in Zone R-4-()U may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- Electric distribution substations, including microwave facilities used in conjunction therewith.
- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.
- Farmworker housing complexes, subject to the applicable provisions of Part 24 of Chapter 22.52, provided these complexes consist of accommodations other than those farmworker housing complex types authorized as permitted uses in Section 22.20.340.
- ...

Part 6 R-A RESIDENTIAL AGRICULTURAL ZONE

22.20.410 Permitted uses.

Property in Zone R-A may be used for:

- ...
- Adult residential facilities, limited to six or fewer persons.
- Community gardens.
- Crops—Field, tree, bush, berry and row, including nursery stock. This subsection does not permit roadside standards, retail sale from premises, or advertising signs of any nature.
- ...

22.20.440 Uses subject to permits.

Property in Zone R-A may be used for:

A. The following uses, provided a conditional use permit has first been obtained as

provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

-- Electric distribution substations, including microwave facilities used in conjunction therewith.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Fire stations.

...

Chapter 22.24 AGRICULTURAL ZONES

...

Part 2 A-1 LIGHT AGRICULTURAL ZONE

22.24.070 Permitted uses.

Property in Zone A-1 may be used for:

...

-- Adult residential facilities, limited to six or fewer persons.

-- Community gardens.

-- Crops—field, tree, bush, berry and row, including nursery stock.

22.24.080 Accessory uses.

Property in Zone A-1 may be used for:

...

B. Stands for the display and sale of any products, including products from community gardens, the production of which is permitted in Zone A-1 by Section 22.24.070, and which have lawfully been produced on such lot or parcel of land, provided:

1. That said stand shall be exclusively of wood-frame construction (except the floor);
2. That said stand shall have a floor area of not more than 300 square feet;
3. That said stand shall be located not nearer than 20 feet from any street or highway upon which such lot or parcel fronts, or adjacent residences;
4. That said stand will be on a parcel of land not less than one acre in area.

...

22.24.100 Uses subject to permits.

Property in Zone A-1 may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

- ...
- Electric distribution substations and electric transmission substations, including microwave facilities used in conjunction with either.
- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.
- Fire stations.
- ...

Part 3 A-2 HEAVY AGRICULTURAL ZONE

22.24.120 Permitted uses.

Property in Zone A-2 may be used for:

- ...
- Adult residential facilities, limited to six or fewer persons.
- Community gardens.
- Crops—Field, tree, bush, berry and row, including nursery stock.
- ...

22.24.130 Accessory uses.

Property in Zone A-2 may be used for:

- ...
- B. Stands for the display and sale of any products, including products from community gardens, the production of which is permitted in Zone A-2 by Section 22.24.120, and which have lawfully been produced on such lot or parcel of land, provided:
 1. That said stand shall be exclusively of wood-frame construction (except the floor);
 2. That said stand shall have a floor area of not more than 300 square feet;
 3. That said stand shall be located not nearer than 20 feet from any street or highway upon which such lot or parcel fronts, or adjacent residences;
 4. That said stand will be on a parcel of land not less than one acre in area.
- ...

22.24.140 Uses subject to director's review and approval.

If site plans therefore are first submitted to and approved by the director, premises in Zone A-2 may be used for:

- ...
- B. The following additional uses:
 - ...
 - Christmas trees and wreaths, the sale of, between December 1st and December 25th, both dates inclusive, to the extent permitted by other statutory and ordinance

provisions. Any structures, facilities and materials used for the sale of trees and wreaths shall be removed from the premises by December 31st of the same calendar year, and the property restored to a neat condition.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Meteorological towers, temporary, in conformance with the standards and requirements specified in Part 15 of Chapter 22.52.

...

Chapter 22.28 COMMERCIAL ZONES

...

Part 2 C-H COMMERCIAL HIGHWAY ZONE

22.28.050 Uses subject to director's review and approval.

...

-- Christmas trees and wreaths, the sale of, between December 1st and December 25th, both dates inclusive, to the extent permitted by other statutory and ordinance provisions. Any structures, facilities and materials used for the sale of trees and wreaths shall be removed from the premises by December 31st of the same calendar year, and the property restored to a neat condition.

-- Community gardens.

-- Crops—Field, tree, bush, berry and row, including nursery stock. This subdivision shall not be construed to permit roadside stands, retail sale from the premises, or signs advertising products produced on the premises.

...

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Joint live and work units, as provided in Part 19 of Chapter 22.52.

...

Part 3 C-1 RESTRICTED BUSINESS ZONE

22.28.080 Permitted uses.

...

B. The following agricultural uses:

-- Community gardens.

-- Crops—Field, tree, bush, berry and row, including the growing of nursery stock.

...

22.28.100 Uses subject to director's review and approval.

If site plans therefor are first submitted to and approved by the director, premises in Zone C-1 may be used for:

A. The following uses, subject to the same limitations and conditions provided in Section 22.28.050 (Zone C-H):

...

-- Domestic violence shelters, subject to the standards and limitations specified in Section 22.56.1758.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Grading projects, off-site transport.

...

Part 4 C-2 NEIGHBORHOOD BUSINESS ZONE

22.28.130 Permitted uses.

...

B. The following agricultural uses:

-- Community gardens.

-- Crops—Field, tree, bush, berry and row, including the growing of nursery stock.

...

22.28.150 Uses subject to director's review and approval.

If site plans therefor are first submitted to and approved by the director, premises in Zone C-2 may be used for:

A. The following uses subject to the same limitations and conditions provided in Section 22.28.050 (Zone C-H):

...

-- Domestic violence shelters, subject to the standards and limitations specified in Section 22.56.1758.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Grading projects, off-site transport.

...

Part 5 C-3 UNLIMITED COMMERCIAL ZONE

22.28.180 Permitted uses.

...

B. The following agricultural uses:

-- Community gardens.

-- Crops—Field, tree, bush, berry, and row, including the growing of nursery stock.

...

22.28.200 Uses subject to director's review and approval.

If site plans therefor are first submitted to and approved by the director, premises in Zone C-3 may be used for:

A. The following uses subject to the same limitations and conditions provided in Section 22.28.050 (Zone C-H):

...

-- Domestic violence shelters, subject to the standards and limitations specified in Section 22.56.1758.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Grading projects, off-site transport.

...

Part 6 C-M COMMERCIAL MANUFACTURING ZONE

22.28.230 Permitted uses.

...

C. The following agricultural uses:

-- Community gardens.

-- Crops—Field, tree, bush, berry and row, including the growing of nursery stock.

...

22.28.250 Uses subject to director's review and approval.

If site plans therefor are first submitted to and approved by the director, premises in Zone C-M may be used for:

A. The following uses, subject to the same limitations and conditions provided in Section 22.28.050 (Zone C-H):

...

-- Christmas trees and wreaths, the sale of.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Grading projects, off-site transport.

...

Part 7 C-R COMMERCIAL RECREATION ZONE

22.28.290 Permitted uses.

...

B. The following agricultural uses, provided:

1. Community gardens.

2. Provided all buildings or structures used in conjunction therewith shall be located not less than 50 feet from any street or highway or any building used for human habitation:

- Breeding farms for the selective or experimental breeding of cattle or horses, or the raising and training of horses or show cattle, on a lot or parcel of land having, as a condition of use, an area of not less than one acre and provided that not more than two such animals per acre of the total ground area of such farm be kept or maintained in conjunction with such use.

...

22.28.310 Uses subject to director's review and approval.

If site plans therefor are first submitted to and approved by the director, premises in Zone C-R may be used for:

A. The following uses, subject to the same limitations and conditions provided in Section 22.28.050 (Zone C-H):

...

- Christmas trees and wreaths, the sale of.
- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.
- Grading projects, off-site transport.

...

Chapter 22.40 SPECIAL PURPOSE AND COMBINING ZONES

...

Part 5 R-R RESORT AND RECREATION ZONE

22.40.190 Permitted uses.

...

B. The following agricultural uses, ~~provided~~:

1. Community gardens.

2. Provided all buildings or structures used in conjunction therewith shall be located not less than 50 feet from any street or highway or any building used for human habitation:

- Breeding farms for the selective or experimental breeding of cattle or horses, or the raising and training of horses or show cattle, on a lot or parcel of land having, as a condition of use, an area of not less than one acre and provided that not more than two such animals per acre of the total ground area of such farm be kept or maintained in conjunction with such use.

...

22.40.220 Uses subject to permits.

Premises in Zone R-R may be used for:

A. The following uses, provided a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

-- Electric distribution substations and electric transmission substations and generating plants, including microwave facilities used in conjunction with any one thereof.

-- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.

-- Fire stations.

...

Part 8 SR-D SCIENTIFIC RESEARCH AND DEVELOPMENT ZONE

22.40.350 Permitted uses.

Premises in Zone SR-D may be used for:

...

-- Colleges and universities.

-- Community gardens.

-- Crops—Field, tree, bush, berry and row, including nursery stock.

...

Part 9 O-S OPEN SPACE ZONE

22.40.410 Permitted uses.

...

B. Permitted uses in Zone O-S are as follows:

...

-- Campgrounds, picnic areas, trails with overnight camping facilities, including fishermen's and hunters' camps but not including accessory buildings.

-- Community gardens.

-- Crops—Field, tree, brush, berry and row, including nursery stock.

...

22.40.430 Uses subject to permits.

Premises in Zone O-S may be used for the uses listed herein subject to any additional conditions which may be imposed pursuant to subsection C:

A. The following uses, provided that a conditional use permit has first been obtained as provided in Part 1 of Chapter 22.56, and while such permit is in full force and effect in conformity with the conditions of such permit for:

...

- Fairgrounds of a public character, when permanently located, including such commercial facilities as are normally accessory or appurtenant thereto.
- Farmers' markets, in conformance with the standards and requirements specified in Part 25 of Chapter 22.52.
- Gas metering and control stations, public utility.
- ...

Chapter 22.48 YARDS, HIGHWAY LINES AND HIGHWAYS

...

PART 4 PARKWAYS AND MAJOR AND SECONDARY HIGHWAYS

...

22.48.250 Improvements.

Before a structure subject to the provisions of this Part 4 may be used, curbs, gutters, sidewalks, base, pavement, street lights, street trees and drainage structures, where required, shall be constructed at the grade and at the location specified by the road commissioner unless there already exists within the present right-of-way, or on property the owner has agreed to dedicate, curbs, gutters, sidewalks, base, pavement, street lights, street trees, or drainage structures which are adequate, and the road commissioner so finds. Sidewalks shall be not less than ~~four~~ five feet in width unless the available portion of the highway or street is less, in which case they shall be the width specified by the road commissioner. Curbs, gutters, drainage structures, base, pavement, street lights, street trees, and sidewalks shall comply with the standards of Title 21 of this code, except as otherwise determined by the road commissioner for health, safety or welfare purposes. All construction within the existing or proposed road rights-of-way shall be done under provisions of Division 1 of Title 16 of this code, Highway Permits.

22.48.290 Modifications authorized when.

- A. The director of planning may grant a modification to the provisions of this Part 4 and relieve the applicant either from compliance with all or a portion of the provisions thereof if he finds:
 - 1. Property adjoining on both sides of the subject property is developed with lawfully existing buildings or structures which, were they not already existing, would be subject to the provisions of this Part 4, and the requirement to dedicate, pave or improve would require a greater width than is the alley, street or highway abutting the existing buildings or structures on the adjoining properties; or
 - 2. The lot or parcel of land adjoins an alley, street or highway for a distance of 100 feet or more, ~~and only a portion of said lot or parcel of land is to be used for such building or structure or occupied by such use,~~ and provided the safety and convenience of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities, is maintained along said frontage.

...

Chapter 22.52 GENERAL REGULATIONS

...

Part 11 VEHICLE-PARKING SPACE

...

22.52.1080 Number of spaces required—Fractions.

22.52.1081 Reduction in required vehicle spaces.

...

22.52.1220 Uses not specified—Number of spaces required.

22.52.1225 Bicycle parking.

...

Part 25 FARMERS' MARKETS

22.52.2600 Purpose.

22.52.2610 Permitted areas.

22.52.2620 General provisions.

22.52.2630 Development standards.

22.52.2640 Application for approval.

22.52.2650 Covenant and agreement.

...

22.52.1005 Applicability of Part 11 provisions.

A. The provisions of this Part 11 shall apply to:

1. Vehicle parking at the time that a building or structure is erected, altered, or enlarged to increase floor space, numbers of dwelling units or guestrooms, or the use or occupant load of a building or structure is changed. Alterations, enlargements, increases, additions, modifications or any similar changes to uses, buildings, or structures nonconforming due to parking shall also comply with Part 10 of Chapter 22.56.

2. Bicycle parking at the time that any new building is erected, or a building is altered or enlarged to increase floor space and the addition or enlargement is at least 15,000 square feet of gross floor area.

...

22.52.1060 Specifications for development or parking facilities.

All land used for parking, other than a lot or parcel of land having a gross area of one acre or more per dwelling unit used, designed or intended to be used for residential purposes shall be developed and used as follows:

...

E. Landscaping.

1. Where a wall is required to be set back from a lot line, the area between said lot line and such wall shall be landscaped with a lawn, shrubbery, trees and/or flowers, and shall be continuously maintained in good condition.
2. Where more than 20 automobile parking spaces exist on a lot or parcel of land, areas not used for vehicle parking or maneuvering, or for the movement of pedestrians to and from vehicles, should be used for landscaping. At least two percent of the gross area of the parking lot shall be landscaped. Landscaping shall be distributed throughout the parking lot, so as to maximize the aesthetic effect and compatibility with adjoining uses. This regulation shall not apply to parking areas on the roofs of buildings, nor to parking areas within a building.
3. Where an improved curbed walkway is provided within the parking lot, a landscape strip with a minimum of four feet in width shall be required adjacent to such walkway. Within such landscape strip, one tree shall be planted every 25 linear feet of walkway, and be at least seven feet in height as measured from base of tree to bottom of tree canopy, at time of planting.
34. All landscaping materials and sprinkler system shall be clearly indicated on the required site plans.

...

22.52.1080 Number of spaces required--Fractions.

When the application of this Part 11 requires a fractional part of a vehicle or bicycle parking space, any such fraction equal to or greater than one-half shall be construed as a whole and fractions less than one-half shall be eliminated.

22.52.1081 Reduction in required vehicle spaces.

Unless otherwise modified by procedures contained in Chapter 22.56 of this Title 22, a reduction in required vehicle parking spaces shall be granted for qualified projects, in compliance with the following:

A. Eligibility requirements:

1. Bicycle parking. The project shall provide the minimum number of bicycle parking spaces as required by this Part 11; and
2. Location. The project shall be located:
 - a. Along an existing or proposed bicycle path, lane, route or boulevard in accordance with the county Bicycle Master Plan;
 - b. Within one-half mile of a transit stop for a fixed rail or bus rapid transit system;
or
 - c. Within one-half mile of a transit stop for a local bus system along a major or secondary highway.

B. Reduction calculation. For every two additional bicycle parking spaces provided, one required vehicle parking space may be reduced, up to a maximum five percent reduction in total vehicle parking spaces.

22.52.1225 Bicycle Parking

A. Definitions.

1. “Bicycle parking space” means an area of at least six feet in length by at least two feet in width, to accommodate secured storage of one bicycle.
2. “Bicycle rack” means a fixture to which one or more bicycles can be secured.
3. “Long-term bicycle parking” means bicycle parking intended for periods longer than two hours, appropriate for users such as residents, employees/workers, transit users, hotel visitors.
4. “Short-term bicycle parking” means bicycle parking intended for periods two hours or less, appropriate for short visits to commercial establishments, such as grocery and convenient stores, restaurants, coffee shops, bars and clubs, and office uses such as medical, dental, and post offices.

B. Number of Spaces Required. Bicycle parking shall be provided and maintained with the minimum number of spaces as provided herein. Where there is a combination of uses on a lot, such as mixed use, the number of bicycle parking spaces required shall be the combined total of bicycle parking requirements for individual uses. All calculations shall be based on total building area, including any proposed additions.

<u>Use</u>	<u>Short-term</u>	<u>Long-term</u>
<u>Residential</u>		
<u>Apartments and townhouses (5 dwelling units or more)</u>	<u>1 space per 10 dwelling units (2 space min)</u>	<u>1 space per 2 dwelling units</u>
<u>Commercial</u>		
<u>General retail, including dining</u>	<u>1 space per 5,000 s.f. gross floor area (2 space min)</u>	<u>1 space per 12,000 s.f. gross floor area (2 space min)</u>
<u>Hotels, motels, clubs, fraternity and sorority houses, and dormitories</u>	<u>1 space per each 40 guestrooms (2 space min)</u>	<u>1 space per each 20 guestrooms (2 space min)</u>
<u>Office</u>	<u>1 space per 20,000 s.f. of gross floor area (2 space min)</u>	<u>1 space per 10,000 s.f. gross floor area (2 space min)</u>

<u>Theaters, auditoriums, lodge rooms, stadiums, or similar amusement and entertainment uses</u>	<u>1 space per 50 persons based on occupant load (2 space min)</u>	<u>1 space per 100 persons based on occupant load (2 space min)</u>
<u>Industrial/Institutional</u>		
<u>Industrial uses</u>	<u>1 space per 20,000 s.f. gross floor area (2 space min)</u>	<u>1 space per 10,000 s.f. gross floor area (2 space min)</u>
<u>Institutional uses, including hospitals, convalescent hospitals, adult residential facilities and group homes for children</u>	<u>1 space per 20,000 s.f. gross floor area (2 space min)</u>	<u>1 space per 10,000 s.f. gross floor area (2 space min)</u>
<u>Schools, including trade schools, colleges and universities</u>	<u>4 spaces per classroom (2 space min)</u>	<u>1 space per 10 classrooms (2 space min)</u>
<u>Churches, temples and other places of worship</u>	<u>1 space for each 50 persons based on occupant load of largest assembly area (2 space min)</u>	<u>1 space for each 100 persons based on occupant load of largest assembly area (2 space min)</u>

C. Development Standards.

1. Bicycle racks. All bicycle parking shall be located next to a bicycle rack. Bicycle racks shall:
 - a. Be sited and installed to support an entire bicycle, including frame and wheels, so that the frame and wheels of a bicycle can be locked to the bicycle rack, including the use of a customary, heavy-duty cable or u-shaped bicycle lock;
 - b. Be securely anchored to a permanent surface;
 - c. Allow bicycles to remain upright when locked without the use of a kickstand;
 - d. Support bicycles without damage to the bicycle frame or wheels;
 - e. Be sited so as not to block pedestrian entrances or walkways or circulation;
and;
 - f. Be sited to allow for convenient, unobstructed access to each bicycle parking space.
2. Short-term bicycle parking. Short-term bicycle parking shall be:
 - a. Sited where visible from public areas, such as streets, store fronts, sidewalks and plazas, and convenient to the extent feasible.
 - b. Located as close to a structure's main entrance as feasible;
 - c. Separated from cars with a barrier, such as a curb or wheel stop; and
 - d. Located in a lighted area.
3. Long-term bicycle parking. Long-term bicycle parking shall be:
 - a. Provided in a well lit, secure, and covered area;

- b. Accessible to and from public streets and sidewalks via signage for bicycle parking facilities at locations including, but not limited to, building access ways, street and sidewalk approaches, and nearby bikeway facilities. Long term bicycle parking need not be accessible to the general public;
 - c. Conveniently located at surface level near main pedestrian entrance(s) or in parking garage areas with convenient street access;
 - d. For residential uses, accessible only to residents and the owners, operators and/or managers of the development; and
 - e. For commercial uses, accessible only to employees tenants and owners.
4. Showers and changing facilities. Showers and changing facilities shall be provided in all new commercial and industrial buildings with 75,000 or more square feet in gross floor area.

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Part 21 DROUGHT-TOLERANT LANDSCAPING

...

22.52.2260 Exemptions.

- A. The following shall be exempt from the provisions of this Part 21:
1. Registered historical sites;
 2. Public recreational lawns;
 3. Any new and/or renovation project for a park; ~~and~~
 4. Any area of a project dedicated solely and permanently to edible plants, such as orchards and vegetable gardens; and
 5. Community gardens.
- B. The following may be exempt from the provisions of this Part 21:
1. Landscaping for a manufactured cut or fill slope equal to or exceeding a gradient of 3:1, when Public Works makes a determination that such exemption is necessary to comply with the requirements of the building code regulating engineered grading.
 2. Landscaped areas required for low impact development ("LID"), as described in Chapter 12.84 of Title 12 of the Los Angeles County Code, water quality facilities such as vegetated swales, rain gardens, detention ponds or basins, areas of the project used to contain pollutants, or areas irrigated by reclaimed water, when Public Works makes a determination that such exemption is necessary for compliance with the LID standards established in Chapter 12.84.
 3. Trees that will shade outdoor public and/or private pedestrian and bicycle facilities including, but not limited to, sidewalks, bicycle lanes and paths, and bicycle parking, when the county biologist makes a determination that the remaining landscaping of the overall project or development using such exemption, is consistent with the intent of this Part 21.

...

PART 25 FARMERS' MARKETS

22.52.2600 Purpose.

The purpose of this Part 25 is to facilitate the establishment of, and to ensure the compatibility of, farmers' markets by establishing development standards.

22.56.2610 Permitted areas.

A. Subject to the limitations set forth in subsection B below, and the exceptions and standards set forth in this chapter, farmers' markets shall be permitted in zones R-1 (Single-Family Residence), R-2 (Two-Family Residence), R-3-(U) (Limited Multiple Residence), R-4-(U) (Unlimited Residence), R-A (Residential Agricultural), A-1 (Light Agricultural), A-2 (Heavy Agricultural), C-H (Commercial Highway), C-1 (Restricted Business), C-2 (Neighborhood Business), C-3 (Unlimited Commercial), C-M (Commercial Manufacturing), C-R (Commercial Recreation), R-R (Resort and Recreation), and O-S (Open Space) provided that the applicant obtains one of the following:

1. A director's review and approval, as provided in Part 12 of Chapter 22.56 for farmers' markets in zones A-2, C-H, C-1, C-2, C-3, C-M, or C-R.
2. A minor conditional use permit, as provided in Section 22.56.085 for farmers' markets in zones R-1, R-2, R-3-(U), R-4-(U), R-A, A-1, R-R, or O-S.

B. Notwithstanding the above, no farmers' market approved in accordance with this Part 25 shall be allowed if any portion of the development would be located in an Environmentally Sensitive Habitat Area (ESHA), as described in the Coastal Act and/or any applicable county local coastal program adopted thereunder.

22.52.2620 General provisions.

The following general provisions shall apply to farmers' markets:

- A. Hours of operation. All farmers' markets shall operate no earlier than 8:00 a.m., and no later than 8:00 p.m., excluding set up and clean up.
- B. Noise. Any amplified sound or music of any kind shall be prohibited.
- C. Trash. All trash shall be removed and the site restored to a neat condition, by no later than the end of that market day.
- D. Prohibited accessory uses. Farmers' markets shall not include petting zoos.
- E. Inspections. Any farmers' market may be subject to inspection(s), at the discretion of the director.

F. Forms of payment. All farmers' markets shall accept CalFresh benefits via electronic benefit transfer (EBT) cards as a form of payment.

G. Farmers' market manager. Each event shall have a designated farmers' market manager present, who shall be responsible for, including but not limited to, ensuring that:

1. Prior to commencement of operation, proof of certification from the agricultural commissioner, and a valid United States Department of Agriculture Food and Nutrition Service (FNS) number, demonstrating licensure to accept CalFresh benefits as issued by FNS, are on file with the department of regional planning;
2. The farmers' market is conducted in accordance with all applicable requirements, including the terms of the grant on file with the department of regional planning;
3. A copy of said permit is clearly posted and visible at each farmers' market event;
and
4. Any inspection fees are paid, if due.

22.52.2630 Development standards.

A. Parking.

1. In addition to sufficient area for one vehicle parking space for each vendor, an area for a minimum of one vehicle parking space for each vendor stall shall be provided.
2. Where located within one-half mile of any transit stop for a bus route along a major or secondary highway, or a fixed rail or bus rapid transit system, a parking reduction of up to 50 percent may be granted.
3. Alternative parking arrangements, including number, location, and any sharing of spaces, may be considered in determining whether sufficient parking is provided. The granting of alternative parking arrangements for farmer's markets shall not require separate parking approval.

22.52.2640 Application for approval.

An application for a farmers' market shall submit:

- A. The name and address of the owner and/or applicant;
- B. The name and address of the farmers' market manager, if different than the owner and/or applicant;
- C. A schedule with proposed dates and times of farmers' markets operations at the location during a calendar year;

- D. A site plan depicting the boundaries of the property; the location of all highways, streets and alleys; the boundaries of the farmers' market; the location and dimension of vendor stalls; and the area for required vehicle parking;
- E. When alternative parking arrangements are proposed:
 - 1. A description of the unique characteristics of the proposed use and/or special programs which are proposed which reduce the need for the required number of vehicle parking spaces,
 - 2. When off-site parking is proposed, evidence that the applicant has written permission of the owner or owners of such off-site property,
 - 3. Such other information as the director may require; and
- F. When the sale of non-agricultural products adjacent to and under the jurisdiction and management of a farmers' market, is proposed:
 - 1. A site plan depicting the location and dimensions of said activity, and
 - 2. The percentage of farmers' market area proposed for said activity.

22.52.2650 Covenant and agreement.

The applicant shall record in the office of the county recorder, a covenant running with the land for the benefit of the county, declaring that:

- A. The farmers' market shall be maintained in accordance with the information provided, and development standards as required by this Part 25;
- B. The applicant shall obtain all necessary approvals from the department of public health and agricultural commissioner prior to commencing operation; and
- C. Any violation of the covenant and agreement required by this section shall be subject to the enforcement procedures of Part 6 of Chapter 22.60.

Chapter 22.56 CONDITIONAL USE PERMITS, VARIANCES, NONCONFORMING USES, TEMPORARY USES AND DIRECTOR'S REVIEW

...
Part 1 CONDITIONAL USE PERMITS

...
22.56.030 Application--Information required.

- A. An application for a conditional use permit shall contain the following information:
 ...
 - 6. Indicate the nature, condition and development of adjacent uses, buildings and structures; and

7. Provide a site plan drawn to a scale satisfactory to and in the number of copies prescribed by the director, indicating:
 - a. The area and dimensions of proposed site for the requested use,
 - b. The location and dimensions of all structures, yards, walls, fences, vehicle and bicycle parking and loading facilities, landscaping, and other development features, including pedestrian facilities;
8. Indicate the dimensions and state of improvement of the adjoining streets and highways providing access to the proposed site of the requested use;

...

22.56.040 Application--Burden of proof.

In addition to the information required in the application by Section 22.56.030 the applicant shall substantiate to the satisfaction of the hearing officer the following facts:

- A. That the requested use at the location will not:
 1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, or
 2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, or
 3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and
- B. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area; and
- C. That the proposed site is adequately served:
 1. By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of pedestrian, bicycle and vehicle traffic such use would generate, and
 2. By other public or private service facilities as are required.

...

22.56.085 Grant or denial of minor conditional use permit by director.

A. Any person filing an application for a conditional use permit may request the Director to consider the application in accordance with this section for the following uses:

-- Farmers' markets, as provided in Part 25 of Chapter 22.52.

-- Joint live and work units, as provided in Part 19 of Chapter 22.52.

...

Part 7 PARKING PERMITS

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22.56.1010 Application--Information required.

Application for a parking permit shall contain the following information:

...

- F. The nature, condition and development of adjacent uses, buildings and structures;
- G. Two site plans, drawn to a scale satisfactory to and in the number of copies prescribed by the director, indicating:
 - 1. The area and dimensions of the proposed site for the requested use, and
 - 2. On the first site plan, the location and dimensions of all structures, yards, walls, fences, bicycle and vehicle parking and loading facilities, landscaping, and other development features, as if no parking permit is applied for, including pedestrian facilities, and
 - 3. On the second site plan, the location and dimensions of all structures, yards, walls, fences, parking and loading facilities, landscaping, and other development features, including any land area reserved to satisfy normal parking requirements should the use or occupancies change, as if the parking permit were granted;
- H. The dimensions and state of improvement of the adjoining streets and highways providing access to the proposed site of the requested use;

...

22.56.1020 Application—Burden of proof.

In addition to the information required in the application by Section 22.56.1010, the applicant shall substantiate the following facts:

- A. That there will be no need for the number of parking spaces required by Part 11 of Chapter 22.52 because:
 - 1. The age and/or physical condition of the residents is such that the use of an automobile or bicycle is unlikely, or
 - 2. The nature of the use is such that there is a reduced occupancy, or
 - 3. The business or use has established a viable transportation program for its employees and/or customers to use transportation modes other than the single-occupant automobile. Such a program shall include positive incentives such as van pools, transit fare subsidies, commuter travel allowances, car pools or bicycle commuter facilities. Where appropriate, proximity to freeways with high-occupancy vehicle (HOV) lanes, bus routes, park-and-ride facilities, people-movers, rapid transit stations, bikeways, or other similar facilities shall be a factor in this consideration, or
 - 4. Sufficient land area is reserved or an alternative arrangement is approved to insure that the parking requirements may be complied with should the use,

occupancy, or transportation program change. Such reservation or alternative may be waived for certain ~~senior citizen and handicapped person housing developments for senior citizens, and persons with disabilities~~, where the director finds that it is unnecessary because of the anticipated permanent nature of such use. If required, the reserved land area shall be so located and developed in such a manner that it can be feasibly converted to parking if needed;

B. That the reduction in number of vehicle parking spaces will be offset by the provision of additional bicycle parking at a minimum ratio of two to one;

BC. That there will be no conflicts arising from special parking arrangements allowing shared vehicle parking facilities, tandem spaces or compact spaces because:

1. Uses sharing vehicle parking facilities operate at different times of the day or days of the week, or
2. Vehicle parking facilities using tandem spaces will employ valets or will utilize other means to insure a workable plan, or
3. Apartment houses using compact spaces for a portion of the required vehicle parking have a management program or homeowners' association to assure an efficient distribution of all parking spaces;

CD. That off-site facilities, leases of less than 20 years, rear lot transitional parking lots and uncovered residential vehicle parking spaces will provide the required parking for uses because:

1. Such off-site facilities are controlled through ownership, leasing or other arrangement by the owner of the use for which the site serves and are conveniently accessible to the main use, or
2. Such leases are written in such a way as to prevent multiple leasing of the same spaces or cancellation without providing alternate spaces; such leases shall contain other guarantees assuring continued availability of the spaces, or
3. Such transitional lots are designed to minimize adverse effects on surrounding properties, or
4. Uncovered parking for low and moderate income residential developments will be appropriately screened and compatible with the surrounding neighborhood;

DE. That the requested parking permit at the location proposed will not result in traffic congestion, excessive off-site parking, or unauthorized use of parking facilities developed to serve surrounding property;

EF. That the proposed site is adequate in size and shape to accommodate the yards, walls, fences, loading facilities, landscaping and other development features prescribed in this Title 22.

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Part 12 DIRECTOR'S REVIEW--PROCEDURES

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22.56.1680 Application for review--Information and documents required.

Any application for director's review shall contain the following information and such other information and documents as are required by the director:

...

- E. Proposed facility or use;
- F. A site plan drawn to a scale satisfactory to and in the number of copies prescribed by the director, indicating the use, location and size of all buildings and structures, yards, driveways, access and vehicle and bicycle parking areas, pedestrian facilities, landscaping, walls or fences, and other similar features;
- G. Such other data, including plans, drawings, diagrams or pictures, as may be required to determine compliance with the provisions of this Title 22;

...

22.56.1690 Determination--Principles and standards for consideration.

The director, in acting upon any site plan offered for review as provided in this title, shall either approve, approve with conditions, or deny the proposed use, development or modification as requested in the application and as indicated in the required site plan based on the following principles and standards:

- A. That the use, development of land and/or application of development standards is in compliance with all applicable provisions of this Title 22;
- B. That the use, development of land and/or application of development standards, when considered on the basis of the suitability of the site for the particular use or development intended, is so arranged as to avoid traffic congestion, provide for the safety and convenience of bicyclists and pedestrians, including children, senior citizens, and persons with disabilities, insure the protection of public health, safety and general welfare, prevent adverse effects on neighboring property and is in conformity with good zoning practice;
- C. That the use, development of land and/or application of development standards is suitable from the standpoint of functional developmental design.

...

22.56.1762 Director's review--Procedure for minor deviations in required parking requirements--When permitted.

- A. Notwithstanding provisions in Title 22 to the contrary, without a public hearing, the director may approve an application for a site plan review requesting a minor deviation in required parking requirements of said Title 22, provided that:
1. A reduction of less than 30 percent in the number of vehicle parking spaces required by this Title 22 is proposed or, in the case of an eating establishment selling food for off-site consumption, no less than one vehicle parking space for each 250 square feet is proposed in accordance with subsection A2 of Section 22.52.1110;
 2. The principles and standards contained in Section 22.56.1690 have been met to the satisfaction of the director, and where more than required bicycle parking is provided in a well-designed manner, such bicycle parking shall be taken into consideration; and,
 3. Notice of said application has been given as provided herein below and no written protest to said application has been received as of the date set forth in the notice for the receipt of written protests.
- B. The director shall cause a notice of the application to be mailed by first class mail, postage prepaid, to all persons whose names and addresses are shown on the latest available assessment roll of the county of Los Angeles as owning property within a distance of 500 feet from the exterior boundaries of the parcel of land under consideration and to such other persons whose property or interests might, in the director's judgment, be affected by the application.
- C. The applicant shall post notice of the application on the subject property for a period of at least 15 days in accordance with the specifications of subsections A through E of Section 22.60.175.
- D. The notice of the application required by subsections B and C shall indicate the nature of the requested application, the case number, and such other information that the director deems necessary to inform interested persons of the request. The notice shall also indicate that any person may oppose the granting of the application by written protest to the director received on or before the date set forth in the notice for the receipt of written protests. The notice shall be mailed and posted at least 30 days prior to such date.
- E. The procedure set forth in this section shall not apply where an application for a site plan review has been concurrently filed with an application for a permit, variance or other discretionary approval under Title 22, or for a zone change, development agreement, or subdivision.
- F. When an application is filed hereunder, it shall be accompanied by the filing fee and deposit required in Section 22.60.100.

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Part 14 TEMPORARY USE PERMITS

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22.56.1835 List of temporary uses

The following temporary uses may be established with a valid temporary use permit:

- Carnivals, exhibitions, fairs, farmers' markets, festivals, pageants and religious observances sponsored by a public agency or a religious, fraternal, educational or service organization directly engaged in civic, charitable or public service endeavors conducted for no more than six weekends or seven days during any 12-month period except where a longer time period is approved pursuant to Section 22.56.1885. "Weekend" means Saturday and Sunday, but national holidays observed on a Friday or Monday may be included. This provision shall not include outdoor festivals and tent revival meetings.

...

22.56.1860 Burden of proof.

In addition to the information required in the application by Section 22.56.1850, the applicant of a temporary use permit shall substantiate to the satisfaction of the director the following facts:

- A. That the operation of the requested use at the location proposed and within the time period specified will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare; and
- B. That the proposed site is adequate in size and shape to accommodate such temporary use without material detriment to the use, enjoyment or valuation of the property of other persons located in the vicinity of the site; and
- C. That the proposed site is adequately served by bicycle facilities, and/or streets or highways having sufficient width and improvements to accommodate the kind and quantity of vehicle and bicycle traffic that such temporary use will or could reasonably generate; and
- D. That, with respect to an application for outside display or sales, all goods, equipment and merchandise shall be the same as those sold or held for sale within the business on the lot or parcel of land where the outside display and sales are proposed.

...

22.56.1920 Certain uses on county property--Board authority.

Where the following temporary uses are proposed on property owned by or held under the control of the county, the department, district or agency delegated authority to administer such activity by the board of supervisors may assume jurisdiction and

approve the temporary use subject to limitations and conditions as are deemed appropriate by said department, district or agency:

- Carnivals, exhibitions, fairs, festivals, pageants, and religious observances.
- Farmers' markets.
- Movie on-location filming.

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Part 18 HOUSING PERMITS

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22.56.2620 General application requirements.

An applicant for a housing permit shall submit an application containing the following information:

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F. Nature, condition, and development of adjacent uses, buildings, and structures.

G. Project drawings to a scale satisfactory to and in the number of copies prescribed by the director, including;

1. A site plan indicating the area and dimensions of the proposed site for the requested use, fences, vehicle and bicycle parking and loading facilities, pedestrian facilities, landscaping, and other development features; and
2. Building elevations and floor plans.

H. Dimensions and state of improvement of the adjoining streets, highways, and alleys providing access to the proposed site of the requested use.

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Draft HDO / General Plan Consistency Statement

The Draft Healthy Design Ordinance (“HDO”) is consistent with the adopted Los Angeles County (“County”) General Plan (“General Plan”) in two significant ways: 1) the General Plan emphasizes the importance of public health, and the primary goal of the HDO is improving public health by addressing the obesity epidemic; and 2) the General Plan spotlights the negative externalities of automobile travel in the County. These negative externalities include: air pollution, noise, and traffic congestion. If more people have the opportunity to complete more trips on foot or by bicycle, then the County residents may be less reliant on the automobile and these negative externalities could decrease. Besides these most significant consistencies, there are many other ways the HDO is consistent with the General Plan. These consistencies can be found in the following goals, policies, and excerpts of the General Plan, each of which is followed by a brief explanation.

1. It is in the public interest to satisfy the shared needs of the residents of Los Angeles County, to protect the interests of future generations, and to respond to the special needs of disadvantaged groups which, if left unmet, would endanger public trust. The shared needs of Los Angeles County residents include a healthful, safe, attractive and prosperous environment, the wise use of scarce resources, and effective public services at the lowest possible cost. (Intro, Page 1)

This section needs no explanation.

2. Improve Health, Education and Crime Control Services:
The availability and fair allocation of essential services, such as those for health, education, and crime control are key factors in maintaining neighborhood quality, attracting investments, and promoting equal opportunity. Rising costs of delivering services, inflation, and declining revenues are straining the capacity of the County to maintain existing services and correct deficiencies. Extending services to newly developed urban areas while also trying to correct deficiencies in older neighborhoods further burdens the County's service capabilities. It will be necessary to reshape our priorities and more fully utilize the limited capability of our service systems to attract reinvestment to areas threatened by blight and deterioration. (Page I-7)

While this section might not at first seem directly related to the HDO, HDO is primarily intended to help promote a more active lifestyle. If more people adopt a more active lifestyle, there would potentially be less need for health services. Thus, the County would be better able to “maintain existing services and correct deficiencies.”

3. Improve Air Quality:

Over the past thirty years, actions have been taken to reduce air pollution from stationary and mobile sources in the Los Angeles basin. But air pollution remains the most critical environmental problem for the County, with an estimated 8,317 tons of air pollutants produced daily in 1976.(13) Not only is air pollution a well-documented threat to health, but it also adversely affects the prospects for new investments and can irreparably harm both the man-made and natural environments. In recognition of this continuing problem, additional actions have been proposed by the federal and State governments and the South Coast Air Quality Management District to further reduce mobile and stationary source emissions. The County generally endorses these proposals, even though it does not have jurisdiction over emissions regulation. Appropriate County measures are suggested in the Land Use, Conservation and Open Space and Transportation Elements of this document. (Page I-11)

This is an indirect justification for the HDO. If more people can complete more of their trips by bicycle or by foot, this would help improve the County's air quality.

4. Provide Full and Equal Opportunity: This goal expresses the human dimension of the Plan. It embodies a concept of equity that emphasizes the relationship of rewards and benefits to effort and needs. The same treatment must be accorded to individuals and groups in similar situations. The key to equity is a stable, diversified economy that extends a wider share of employment and investment opportunities to disadvantaged groups.

The fulfillment of this goal will involve improvements in the quality of education, public safety, health, job training and placement, housing, welfare and other services in declining neighborhoods; and, an end to discrimination based on age, sex, race, religion and physical disability. (Page I-14)

The HDO is intended to encourage residents in many different parts of the County to be more active. Thus, the HDO will provide residents of many different backgrounds and abilities an opportunity to live a more active lifestyle.

5. Conserve Resources and Protect the Environment: This goal is a recognition of man's dependence on the physical environment for his prosperity and well-being, and of his responsibility to be sensitive to the environmental consequences of his actions.

The fulfillment of this goal will involve preserving the natural environment; eliminating air, noise, and water pollution to protect health and safety; avoiding or mitigating the effects of natural hazards; and, conserving all resources, including natural habitats and wildlife, for the use and enjoyment of present and future generations. (Page I-14)

Draft HDO / General Plan Consistency Statement
Page 3 of 5

This goal is in line with the purpose of the HDO. If more people walk, bike, and exercise, then the residents of the County will be healthier, and air pollution could be reduced.

6. General Policy No. 12: Conserve energy to ensure adequate supplies for future use. (Page I-20)

If bicycling and walking made up a higher percentage of the total number of trips in the County, then more fossil fuels would be conserved for future use. As such, the HDO is consistent with this policy of the General Plan.

7. General Policy No. 14: Restore and protect air quality through the control of industrial and vehicular emissions, improved land use management, energy conservation and transportation planning. (Page I-20)

None of these trips accomplished by bicyclists and pedestrians would negatively impact the County's air quality. Therefore, the HDO is consistent with this policy of the General Plan.

8. General Policy No. 35: Promote the development of community transit systems that would link residential areas to service and job centers, and serve as a feeder system to the public transportation system. (Page I-23)

A primary goal of the HDO is to encourage County residents to complete more of their daily trips by bicycle or by foot. One way to do this, which would be supported by not directly accomplished within HDO, is to locate service and job centers within ¼ mile of residential areas, or to locate them along bicycle routes. Doing so would support the community transit system outlined in General Policy No. 35, and therefore is consistent with this General Plan policy.

9. General Policy No. 50: support the development of a transportation system that will make a positive contribution to the improvement of air quality. (Page I-24)

As previously stated, the one goal of the HDO is to encourage more people to make more trips via bicycle or on foot. In this way, the HDO is consistent with General Policy No. 50 since more bicycle and pedestrian trips means fewer trips that produce noxious emissions and therefore, a positive contribution to the improvement of the County's air quality.

10. General Policy No. 57: Improve the quality and accessibility of critical urban services including crime control, health, recreational and educational services. (Page I-25)

By encouraging walking and bicycling in the County's unincorporated communities, the HDO is providing a means by which residents can access critical urban services, while also improving the health of these bicyclists and pedestrians. Therefore, the HDO is consistent with this General Plan Policy.

11. Improve Air Quality

Air quality in Los Angeles County is severe enough to threaten health. Unfocused development and the dependence of the population on the automobile contribute to the problem. (Conservation and Open Space Element Policy Statement, Page II-26)

Again, any reduction in automobile trips would improve air quality. Since the HDO could help reduce the number of automobile trips, it is consistent with the General Plan policy statement.

12. Land Use Element Policy No. 8: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic. (Page III-12)

The HDO proposes design features that will encourage residents to walk or ride a bicycle for local trips. Doing so will not cause excessive noise, noxious fumes, or traffic. Additionally, any time automobile trips are replaced by bicycle or pedestrian trips, the noise, fumes, and traffic in a neighborhood are actively reduced. Therefore, the HDO is consistent with this General Plan policy.

13. Transportation Element Policy No. 3: Plan and develop bicycle routes and pedestrian walkways. (Page V-19)

By amending Titles 21 and 22 of the County Code to encourage bicycle and pedestrian travel, the HDO is directly consistent with this General Plan policy.

14. Plan of Bikeways General Goal 1: Provide safer, more convenient bicycle facilities throughout Los Angeles County for transportation and recreation, as a viable alternative to automobile travel. (Plan of Bikeways, Page 9).

The Plan of Bikeways is a Sub-Element of the Transportation Element and is therefore a component of the General Plan. The HDO is fundamentally consistent with many of the goals and policies of the Plan of Bikeways as evidenced by the direct relationship between the purpose of the HDO and General Goal No. 1 of the Plan of Bikeways. Therefore, the HDO is consistent with this goal of the General Plan.

15. Noise Element Policy No. 4: Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and regulatory measures. (Page VI-19)

As previously stated, any time a bicycle or pedestrian trip can be substituted for an automobile trip, the amount of traffic noise will decrease. Through carefully crafted amendments to the County Code, the HDO will help to transform the landscape into one that is more inviting to bicyclists and pedestrians. Thus, the HDO is consistent with this General Plan policy.

16. Transportation Element Recommended Action-Program No. V-58: Urge transportation agencies to include safety and security as major considerations in the design of transit, highway, bicycle and pedestrian facilities. (Board of Supervisors, Regional Planning, Road) (Policies 15, 21 and 30) (Page VIII-59)

Lastly, one of the key principles of the HDO is safety for pedestrians and bicyclists. Therefore, the HDO is consistent with this part of the General Plan.

The HDO is consistent with these and many other goals and policies of the General Plan. These 16 goal and polices are representative of the various ways in which the HDO is consistent with the General Plan. Therefore, the HDO is consistent with the General Plan.

COUNTY OF LOS ANGELES
DEPARTMENT OF REGIONAL PLANNING
320 WEST TEMPLE STREET
LOS ANGELES, CALIFORNIA 90012

NEGATIVE DECLARATION

PROJECT NUMBER: R2010-01627-(1-5), Case No. RADV 201000014

1. **DESCRIPTION:**

The Healthy Design Ordinance (HDO) is a series of text amendments to Titles 21 and 22 of the Los Angeles County Code pertaining fighting obesity by promoting walking, bicycling, exercise, and access to healthy food options. The proposed ordinance does the following: increases the minimum sidewalk width from four feet to five feet; requires short term and long term bicycle parking in new developments; makes it more difficult for applicants to propose rights-of-way where the sidewalk is located immediately adjacent to the road; makes it more difficult for applicants to modify or waive required sidewalks; provides more flexibility for applicants proposing shade trees near bicycle or pedestrian facilities; require front yard trees to be located four to eight feet from sidewalks to provide shade; requires landscape strips and walkways along private driveways and fire lanes within private development; requires a through-access pathway from newly proposed cul-de-sacs to adjoining streets, trails, or recreation facilities; require a eight-foot wide mid-block through-access where blocks are longer than 700 feet in length - currently the access need only be "adequate;" allows weekly farmers' markets with one Temporary Use Permit application per calendar year; and allows community gardens as accessory uses in residential, agricultural, mixed-use, and open space zones.

Except for the proposed community gardens, all of the amendments proposed by the HDO pertain to improvements that would be part of future projects - each subject to their own CEQA review. The community gardens will be allowed with a ministerial review.

2. **LOCATION:**

Unincorporated Areas of Los Angeles County

3. **PROPONENT:**

Los Angeles County

4. **FINDINGS OF NO SIGNIFICANT EFFECT:**

BASED ON THE ATTACHED INITIAL STUDY, IT HAS BEEN DETERMINED THAT THE PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

5. **LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS:**

THE LOCATION AND CUSTODIAN OF THE RECORD OF PROCEEDINGS ON WHICH ADOPTION OF THIS MITIGATED NEGATIVE DECLARATION IS BASED IS: DEPARTMENT OF REGIONAL PLANNING, 320 WEST TEMPLE STREET, LOS ANGELES, CA 90012

PREPARED BY: *Joshua Huntington, AICP*

DATE: *September 20, 2011*

Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning



Project title: Healthy Design Ordinance / Project No. R2010-01627-(1-5) / Case No. RADV 201000014

Project location: Unincorporated Areas of Los Angeles County

APN: N/A **USGS Quad:** N/A

Gross Acreage: Countywide

Description of project: The Healthy Design Ordinance (“HDO”) is a series of amendments to Titles 21 (Subdivision Ordinance) and 22 (Planning and Zoning Ordinance) of the Los Angeles County Code (“Code”), aimed at reducing obesity by promoting walking, bicycling, exercise, and access to healthy food options. The HDO mainly proposes new or updated standards for new development, including subdivisions, while establishing two new uses (farmers’ markets and community gardens) within the Code. The HDO proposes to amend the County Code as follows: match existing subdivision conditions for a minimum sidewalk width by increasing the required width from four feet to five feet; require newly established short term and long term bicycle parking requirements for new construction and large additions to existing development as well as showers and changing facilities for very large, new commercial and industrial buildings; restricts the use of the alternate cross-sections, wherein the sidewalk is located immediately adjacent to the vehicle travel lanes, to existing roads and only where a higher burden of proof, addressing the safety and convenience of pedestrians, can be met; requires a higher burden of proof addressing the safety and convenience of pedestrians to modify or waive required sidewalks and other street improvements as well as bicycle parking requirements; allows community gardens, and shade trees near bicycle or pedestrian facilities, to use non-drought-tolerant landscaping when necessary; requires front yard trees required for subdivisions to be located near sidewalks such that they shade the sidewalks; requires landscape strips and walkways along private driveways and fire lanes within certain condominium developments; requires a through-access pathway in conjunction with a subdivision that is proposed cul-de-sacs to adjoining streets, trails, schools, or recreation facilities where feasible; requires an eight-foot wide mid-block through-access where blocks are longer than 700 feet in length; allows weekly farmers’ markets with an annual Temporary Use Permit as an extended use when meeting certain requirements and findings; and allows community gardens as primary or accessory uses in residential, agricultural, commercial, mixed use, and open space zones. The Code amendments also propose to require depictions of proposed healthy design features on tentative maps, exhibit maps and site plans. Except for the proposed community gardens use and bicycle parking for certain projects, all of the amendments proposed by the HDO pertain to improvements that would be part of future discretionary projects, each subject to CEQA review. Only the Community gardens and bicycle parking for certain projects would be allowed without discretionary review.

General plan designation: The HDO is proposed to be a countywide ordinance. If approved, it would affect all of the unincorporated areas of Los Angeles County (“County”).

Community/Area wide Plan designation: The HDO is proposed to be a countywide ordinance. If approved, it would affect all of the unincorporated areas of the County.

Zoning: The HDO is proposed to be a countywide ordinance. If approved, it would affect all of the unincorporated areas of the County.

Surrounding land uses and setting: The HDO is proposed to be a countywide ordinance. If approved, it would affect all of the unincorporated areas of Los Angeles County including urban, suburban, non-urban, and rural settings.

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
<u>N/A</u>	<u>N/A</u>

Reviewing Agencies:

Responsible Agencies

- None
- Regional Water Quality Control Board:
 - Los Angeles Region
 - Lahontan Region
- Coastal Commission
- South Coast Air Quality Management District

Special Reviewing Agencies

- Santa Monica Mountains Conservancy
- National Park Service
- Gabrieleno / Tongva Tribal Council
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
- Caltrans

Regional Significance

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
-

Trustee Agencies

- None
- State Dept. of Fish and Game
- State Dept. of Parks and Recreation
- State Lands Commission
- California Historical Resources Information Center

Public agency approvals which may be required:

<i>Public Agency</i>	<i>Approval Required</i>
<u>Los Angeles County Regional Planning Commission</u>	<u>Recommend Adoption</u>
<u>Los Angeles County Board of Supervisors</u>	<u>Adoption</u>

Lead agency name and address:

County of Los Angeles
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Project sponsor's name and address:

N/A

Contact person and phone number: Joshua Huntington, AICP, (213) 974-6433

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

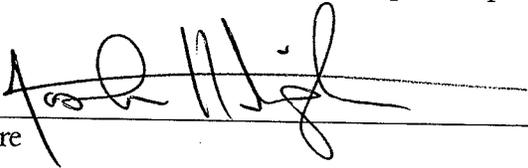
IMPACT ANALYSIS SUMMARY MATRIX		No Impact				<i>Potential Concern</i>
		Less than Significant Impact				
				Less than Significant Impact w/ Project Mitigation		
				Potentially Significant Impact		
Environmental Factor	Pg.					
1. Aesthetics		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Agriculture/Forest		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Air Quality		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Biological Resources		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Cultural Resources		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Energy		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Geology/Soils		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Greenhouse Gas Emissions		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Hazards/Hazardous Materials		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Hydrology/Water Quality		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Land Use/Planning		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Mineral Resources		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Noise		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
14. Population/Housing		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
15. Public Services		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
16. Recreation		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
17. Transportation/Traffic		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
18. Utilities/Services		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
19. Mandatory Findings of Significance		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

DETERMINATION: (To be completed by the Lead Department.)

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

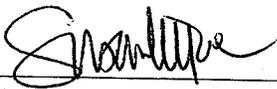
Signature



Date

9-20-11

Signature



Date

9/20/11

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect on a scenic vista, including County-designated scenic resources areas (scenic highways as shown on the Scenic Highway Element, scenic corridors, scenic hillsides, and scenic ridgelines)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be visible from or obstruct views from a regional riding or hiking trail?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or undeveloped or undisturbed areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Furthermore, the provisions of the HDO are intended to encourage more pedestrian and bicycle activity that activate and promote the streetscape and therefore could have a positive impact on the aesthetics of these streetscapes. Therefore, since the provisions of the HDO will neither directly nor indirectly

significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on aesthetics.

Los Angeles County has natural, rural, suburban, and urban areas of significant aesthetic value. The unique visual landscapes of the County's natural areas are comprised of coastline, valleys, and mountains. Since no development is proposed as part of the HDO, and since the HDO is not projected to significantly increase the level of future development, the HDO will not have a significant impact on the aesthetics of these natural areas of Los Angeles County. Specifically, no part of the HDO would cause substantial adverse effects on a scenic vista, including County-designated scenic resources areas (scenic highways as shown on the Scenic Highway Element, scenic corridors, scenic hillsides, and scenic ridgelines). Furthermore, since no development is proposed as part of this HDO, no development will be visible from or obstruct views from a regional riding or hiking trail. Any future development that might be visible or obstruct such views would not be significantly more impactful due to the requirements of the HDO. For the same reasons, the HDO will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, historic buildings, or undeveloped or undisturbed areas.

The aesthetic value of the County's rural, suburban and urban areas is no less important to the millions of people who live and work in these areas of Los Angeles County. Again, since no development is proposed as part of the HDO, and since the HDO is not projected to significantly increase the level of future development, the HDO will not have a significant impact on the aesthetics of these areas of Los Angeles County. As part of a larger effort to offer more and better options for those interested in using alternative modes of transportation, the HDO is one piece of a concerted effort that could ultimately reduce the percent of trips taken by automobile and may subsequently decrease the amount of air pollution in LA County. This could help improve the aesthetics of the County because the views may become clearer – allowing more days each year when the County's iconic ridgelines and tall buildings are visible to more of Los Angeles County's residents and visitors. For these reasons and because no development is proposed as part of the HDO and because the HDO is not projected to significantly increase the level of future development, the HDO will not substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

While the HDO itself does not propose or allow any source of shadow, light, or glare, the HDO does encourage the development of pedestrian-friendly facilities and bicycle facilities that may indirectly encourage the installation of new lighting fixtures for safety and security. Such features would not be considered a substantial new source of lighting, and for discretionary projects lighting would be reviewed through CEQA analysis for potential significant visual impacts. Therefore,

2. AGRICULTURE / FOREST

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)) or timberland zoned Timberland Production (as defined in Public Resources Code § 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Furthermore, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los

Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on Los Angeles County's agriculture or forests. On the contrary, the provisions of the HDO allowing farmers' markets in the unincorporated areas of Los Angeles County would support agriculture in Los Angeles County.

The HDO proposes amendments to add new, or update existing, standards for development as well as add farmers' markets and community gardens as uses to the Code. The HDO does not propose or allow the conversion of any farmland to non-agricultural use. Therefore, the HDO will not cause the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Similarly, the HDO will not result in the loss of forest land or conversion of forest land to non-forest use. For the same reasons, the HDO does not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

The HDO does not conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract. Furthermore, the HDO does not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)) or timberland zoned Timberland Production (as defined in Public Resources Code § 4526).

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of applicable air quality plans of the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any applicable federal or state air quality standard or contribute substantially to an existing or projected air quality violation (i.e. exceed the State's criteria for regional significance which is generally (a) 500 dwelling units for residential uses or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for nonresidential uses)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Exceed a South Coast AQMD or Antelope Valley AQMD CEQA significance threshold?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Otherwise result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors (e.g., schools, hospitals, parks) to substantial pollutant concentrations due to location near a freeway or heavy industrial use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle

facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Furthermore, the provisions of the HDO are intended to encourage more pedestrian and bicycle activity that activate and promote the streetscape and therefore could have a positive impact on these streetscapes and their air quality. As part of a larger effort to offer more and better options for those interested in using alternative modes of transportation, the HDO could even be one piece of a concerted effort to increase the quality of the air in Los Angeles County. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on air quality.

The provisions of the HDO that encourage walking and bicycling through development standards support, rather than conflict with, strategies in the applicable air quality plans that support alternative modes of transportation (AQMP, 4-27). Therefore, the HDO is not in conflict with and does not obstruct implementation of applicable air quality plans of the South Coast Air Quality Management District (SCAQMD) or the Antelope Valley AQMD. Also, while the HDO itself proposes no physical development, the development standards proposed along with uses introduced by the HDO, also would not indirectly create development that exceeds either the SCAQMD or Antelope Valley AQMD CEQA significance threshold. Furthermore, no provisions of the HDO would violate any applicable federal or state air quality standard or contribute substantially to an existing or projected air quality violation (i.e. exceed the State's criteria for regional significance which is generally (a) 500 dwelling units for residential uses or (b) 40 gross acres, 650,000 square feet of floor area or 1,000 employees for nonresidential uses).

The provisions of the HDO, proposed to amend the Code related to development standards, and the farmers' markets and community gardens uses, do not directly result in any physical changes in the environment and therefore, would not result in a cumulatively considerable net increase of any criteria pollutant. The provisions of the HDO that in fact, encourage walking and bicycling in place to vehicle trips, include: increasing the minimum sidewalk width; requiring short term and long term bicycle parking; making it more difficult for new streets with the sidewalk immediately adjacent to the road travel lanes; making it more difficult for modifying or waiving required sidewalks; providing more flexibility for shade trees near bicycle or pedestrian facilities; requiring landscape strips and walkways along private driveways within private development; requiring through-access from cul-de-sacs to adjoining streets, trails, or recreation facilities; and requiring wide mid-block crossings for long blocks. The HDO also allows weekly farmers' markets as an extended use with a Temporary Use Permit; and allows community gardens as primary or accessory uses in residential, agricultural, commercial, mixed use, and open space zones.

Since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development, the HDO would not exceed a South Coast AQMD or Antelope Valley AQMD CEQA significance threshold. Again, since no physical development is proposed as part of the HDO, no direct or indirect effects from the provisions of the HDO would expose sensitive receptors (e.g., schools, hospitals, parks) to substantial pollutant concentrations due to location near a freeway or heavy industrial use.

The HDO proposes to introduce community gardens as a permitted or accessory use in the residential, agricultural, commercial, mixed use and open space zones. The scale of even large community gardens is not significantly greater than some of the more elaborate landscaping and traditional gardens already allowed and existing in Los Angeles County. These traditional, personal gardens are considered landscaping, and

exist throughout the County. Personal gardens and landscaping, like community gardens, can be associated with objectionable odors including fertilizer and trash. To account for this, the HDO also includes development standards for community gardens addressing storage of fertilizer and trash. Therefore, the HDO would not create objectionable odors affecting a substantial number of people.

The farmers' markets and community gardens that would be allowed by the HDO would both grow and provide access to locally grown food, and would therefore contribute to reducing Los Angeles County's reliance on a global transportation network that utilizes mainly non-renewable energy sources for traditional food processing and distribution. Therefore, Community gardens and farmers' markets could help increase air quality by reducing the air pollution generated by transporting food over great distances.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

4. BIOLOGICAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, and regulations DFG or USFWS? These communities include Significant Ecological Areas (SEAs) identified in the General Plan, SEA Buffer Areas, and Sensitive Environmental Resource Areas (SERAs) identified in the Coastal Zone Plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands (including marshes, vernal pools, and coastal wetlands) or waters of the United States, as defined by § 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5" inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36) and the Los Angeles County Oak Tree Ordinance	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(L.A. County Code, Title 22, Ch. 22.56, Part 16)?

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on Los Angeles County's biological resources.

While the HDO proposes amendments to the Code and does not create any physical changes in the environment, those provisions that indirectly creates physical changes include project requirements for wider sidewalks, bicycle parking, landscape strips and walkways within private condominium developments, and through-access from cul-de-sacs and mid-block crossings. These improvements are mostly associated with urban projects, where biological resources including sensitive natural environments, federally protected wetlands or waters of the United States, migratory fish or wildlife species, or other protected resources including Wildflower Reserve Areas, are rarely likely to occur. Where the HDO may indirectly affect biological resources through projects with these required improvements, the HDO does not conflict with existing County provisions that allow for modifications from these improvements where necessary to protect those resources as well as any local policies or ordinances protecting biological resources, nor does the HDO conflict with the provisions of an adopted state, regional, or local habitat conservation plan. All Federal, State, and County requirements protecting biological resources would remain unchanged by the HDO. Therefore, the HDO would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (DFG) or U.S. Fish and Wildlife Service (USFWS). Similarly, the HDO would not have a substantial adverse effect on sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, and regulations DFG or USFWS, including Significant Ecological Areas (SEAs) identified in the General Plan, SEA Buffer Areas, and Sensitive Environmental Resource Areas (SERAs) identified in the Coastal Zone Plan. Furthermore, for the same reasons, the HDO would not have a substantial adverse effect on federally protected wetlands (including marshes, vernal pools, and coastal wetlands) or waters of the United States, as defined by § 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. Finally, the HDO is not in conflict with

any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36) and the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16)?

Since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not Interfere substantially-with-the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The Los Angeles County Oak Tree Ordinance recognizes oak trees as a significant historical, aesthetic and ecological resource. As part of new development, oak trees are intended to be preserved and maintained under the existing Code. Implementation of the HDO that address requirements for pedestrian and bicycle facilities for new development or add farmers' markets and community gardens as uses, would not conflict with the provisions of the Oak Tree Ordinance. Therefore, the HDO would not convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5" inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, etc.).

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

5. CULTURAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on Los Angeles County's cultural resources.

Since the HDO does not propose any physical development, it will not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5. For the same reason, the HDO will not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5. Furthermore, also along the same lines, the HDO will neither directly nor

indirectly destroy a unique paleontological resource or site or unique geologic feature, nor necessarily contain rock formations indicating potential paleontological resources. Finally, and also because the HDO does not propose any physical development, the HDO would not disturb any human remains, including those interred outside of formal cemeteries.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

6. ENERGY

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Comply with Los Angeles County Green Building Standards? (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will involve the inefficient use of energy resources.

All future development will still need to comply with the County Green Building Standards and will therefore not involve the inefficient use of energy resources beyond existing development. Furthermore, the provisions of the HDO that encourage walking and bicycling in lieu of driving support efficient use of energy resources by helping reduce reliance on non-renewable energy sources. Farmers' markets and community gardens that would be allowed by the HDO would both grow and provide access to locally grown food, and would therefore contribute to reducing the reliance on non-renewable energy sources typically used for traditional food processing and distribution. Therefore the HDO either directly or indirectly, will not create any significant impacts related to energy.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

7. GEOLOGY AND SOILS

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Be located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone, and expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical

development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on Los Angeles County's geology or soils.

The State of California is sensitive to potential seismic hazards due to the presence of numerous faults within the state. This presents overall risks for resulting vibrations to damage existing buildings and infrastructure. The HDO does not create any physical changes in the environment, but indirectly affects physical projects through development standards to new development, including new uses in the Code. These Code amendments, particularly related to street improvements and community gardens, affect development more likely to occur in urbanized areas where higher density supports such development. The most susceptible structures to seismic hazards are unreinforced masonry buildings (older buildings), or buildings constructed before building codes were adopted. The construction of new buildings in the County that are required to comply with the HDO would also require abiding by the California Building Code; therefore, this project would not directly or indirectly expose people or structures to any increased seismic-related risk.

While the HDO itself proposes no development, the majority of its provisions related to ministerial projects require improvements without substantial construction, grading, or excavation beyond the existing built environment. Future discretionary projects that must also comply with HDO provisions, would be subject to CEQA analysis and mitigation as necessary at that time. Since all future improvement projects must also meet all relevant engineering and seismic standards, the HDO either directly or indirectly will not create any significant impacts related to geologic hazards. Specifically, the HDO not cause any projects to be located in an active or potentially active fault zone, Seismic Hazards Zone, or Alquist-Priolo Earthquake Fault Zone, or expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. Furthermore, the HDO would not result in substantial soil erosion or the loss of topsoil. Also, the HDO would not cause any new projects to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Similarly, the HDO would not cause any new projects to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. Again, since the HDO does not propose any development, it does not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Furthermore, the HDO is not in conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

8. GREENHOUSE GAS EMISSIONS

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project:

a) Generate greenhouse gas (GhGs) emissions, either directly or indirectly, that may have a significant impact on the environment (i.e., on global climate change)? Normally, the significance of the impacts of a project's GhG emissions should be evaluated as a cumulative impact rather than a project-specific impact.

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases including regulations implementing AB 32 of 2006, General Plan policies and implementing actions for GhG emission reduction, and the Los Angeles Regional Climate Action Plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not significantly increase GhG emissions. Furthermore, the HDO does not Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases including regulations implementing AB 32 of 2006, General Plan policies and implementing actions for GhG emission reduction, or the Los Angeles Regional Climate Action Plan.

While the HDO does not create physical changes in the environment, the HDO indirectly affects the physical environment through development standards applied to projects, and inclusion of the farmers'

market and community garden uses in the Code. By creating and improving bicycle and pedestrian facilities in the County, the HDO intends to encourage opportunities for non-motorized forms of transportation other than the automobile. These alternatives could reduce motor vehicle traffic and associated air emissions, resulting in improved air quality and reduced GhG emissions. Adoption of the HDO would not generate GhGs and therefore directly or indirectly, would not have any significant impacts to greenhouse gas emissions.

Farmers' markets and community gardens that would be allowed by the HDO would both grow and provide access to locally grown food, and would therefore contribute to reducing the reliance on GhG producing vehicles typically used for traditional food processing and distribution. Therefore the HDO either directly or indirectly, will not create any significant impacts related to GhG emissions.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks on-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 500 feet of sensitive land uses (e.g., homes, schools, hospitals)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:				
i) in a Very High Fire Hazard Severity Zones (Zone 4)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- ii) in a high fire hazard area with inadequate access?
- iii) in an area with inadequate water and pressure to meet fire flow hazards?
- iv) in proximity to land uses that have the potential for dangerous fire hazard (such as refineries, flammables, and explosives manufacturing)?

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not significantly increase hazards or hazardous materials in Los Angeles County.

Since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks on-site. Furthermore, the HDO will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment. Since the HDO proposes no new development, it will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 500 feet of sensitive land uses (e.g., homes, schools, hospitals). The HDO will also not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment. For that that is located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, the HDO would not result in a safety hazard for people residing or working in the project area. Similarly, for a project within the vicinity of a private airstrip, the HDO would not result in a safety hazard for people residing or working in the project area. Neither would the HDO impair implementation of, or physically interfere with, an adopted emergency response plan or emergency

evacuation plan. Since the HDO proposes no new development and since any future development would have to meet all current requirements as well as those proposed by the HDO, the HDO does not expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located: in a Very High Fire Hazard Severity Zones (Zone 4), in a high fire hazard area with inadequate access, in an area with inadequate water and pressure to meet fire flow hazards, in proximity to land uses that have the potential for dangerous fire hazard (such as refineries, flammables, and explosives manufacturing).

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate construction or post-construction runoff that would violate applicable storm water NPDES permits or otherwise significantly affect surface water or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Use septic tanks or other private sewage disposal system in areas with known septic tank limitations or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

in close proximity to a drainage course?

- j) Otherwise substantially degrade water quality?
- k) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or within a floodway or floodplain?
- l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?
- m) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on hydrology or on water quality.

As the HDO establishes new or updated development standards as well as new uses in the Code, there are no physical changes that will result directly from the project. However indirectly, future development subject to the HDO may occur that drain into bodies of water. In general, the implementation of HDO in projects may have a beneficial impact on surface water quality by encouraging walking and bicycling through development standards, thereby potentially reducing automobile trips within the County. Such reduction in automobile trips would reduce the deposition of rubber and fluids on roadways that is ultimately washed into County waterways. By specifically discouraging the alternate cross-section for public streets, which places the landscaped parkway not between the sidewalk and travel lanes but adjacent to front yards, the

HDO may also improve water quality by allowing runoff from sidewalks and other paved areas to capture and slow down and/or infiltrate into landscaped parkways, before entering the storm water drainage system.

While the HDO includes provisions that will indirectly (i.e. through future development subject to HDO) create new paved surfaces (e.g. sidewalks, and bike and pedestrian paths), these surfaces constitute a less than significant amount of additional impervious surface area from the existing County built environment, and would not substantially alter absorption rates, runoff or drainage patterns, nor contribute to increased flooding. Most road improvements including sidewalks are associated with discretionary projects that are subject to future CEQA analysis. The remaining provisions of the HDO that affect future development, are intended to require improvements, such as bicycle parking, within the development footprint of proposed projects and therefore would not create additional impervious areas as to be a significant impact. As the HDO does not create physical changes, future projects that must comply with the HDO, would also be required to comply with other County requirements regarding development within flood hazard areas. Therefore indirectly, the HDO would have a less than significant impact to hydrology and water quality. Specifically, the HDO would not violate any water quality standards or waste discharge requirements. Furthermore, the HDO would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted). The HDO would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site. Similarly, the HDO would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The HDO proposes no new development and would not specifically allow any future development to create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems. The HDO would also not allow the generation of construction or post-construction runoff that would violate applicable storm water NPDES permits or otherwise significantly affect surface water or groundwater quality. The HDO is not in conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52). The HDO would not allow development that would result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance. The HDO would not allow the use of septic tanks or other private sewage disposal system in areas with known septic tank limitations or in close proximity to a drainage course, or otherwise substantially degrade water quality. Furthermore, the HDO would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map, or within a floodway or floodplain. The HDO would also not place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain. The HDO would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Finally, the HDO would not place structures in areas subject to inundation by seiche, tsunami, or mudflow.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

11. LAND USE AND PLANNING

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be inconsistent with the plan designations of the subject property? Applicable plans include: the County General Plan, County specific plans, County local coastal plans, County area plans, County community/ neighborhood plans, or Community Standards Districts.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be inconsistent with the zoning designation of the subject property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with Hillside Management Criteria, SEA Conformance Criteria, or other applicable land use criteria?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on land use or planning.

No community is proposed to be divided by the HDO. The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code, and does not directly propose physical changes to the environment. Indirectly, the HDO may apply to projects that divide a community, but in and of themselves, the provisions of the HDO relate to development standards, farmers' markets and community gardens in the Code and therefore do not contribute to but rather encourage community gathering through the

farmers' market and community garden uses. Other provisions of the HDO that contribute to an intact community relate to additional pedestrian and bike pathways that encourage walking and bicycling through convenient access. Furthermore, the provisions of the HDO are in no way inconsistent with the zoning designation of the subject property and do not conflict with Hillside Management Criteria, SEA Conformance Criteria, or other applicable land use criteria.

The HDO is consistent with many of the goals and policies of the Los Angeles County General Plan, County specific plans, County local coastal plans, County area plans and County community/neighborhood plans. Specifically, the HDO is consistent with the following sixteen goals and policies of the General Plan:

1. It is in the public interest to satisfy the shared needs of the residents of Los Angeles County, to protect the interests of future generations, and to respond to the special needs of disadvantaged groups which, if left unmet, would endanger public trust. The shared needs of Los Angeles County residents include a healthful, safe, attractive and prosperous environment, the wise use of scarce resources, and effective public services at the lowest possible cost. (Intro, Page 1)

The HDO, by definition, is consistent with this General Plan goal. Furthermore, if the HDO, as a small part of a larger, concerted effort, is successful in helping LA County's residents improve their overall health; such a change could help curb the increase of the County's healthcare costs. Thus, the HDO helps "provide effective public service at the lowest possible cost."

2. Improve Health, Education and Crime Control Services:
The availability and fair allocation of essential services, such as those for health, education, and crime control are key factors in maintaining neighborhood quality, attracting investments, and promoting equal opportunity. Rising costs of delivering services, inflation, and declining revenues are straining the capacity of the County to maintain existing services and correct deficiencies. Extending services to newly developed urban areas while also trying to correct deficiencies in older neighborhoods further burdens the County's service capabilities. It will be necessary to reshape our priorities and more fully utilize the limited capability of our service systems to attract reinvestment to areas threatened by blight and deterioration. (Page I-7)

While this section might not seem to directly justify the HDO at first reading, the point of the HDO is to help promote a more active lifestyle. If more people adopt a more active lifestyle, there could be less need for health services. Thus, the County could be better able to "maintain existing services and correct deficiencies."

3. Improve Air Quality:
Over the past thirty years, actions have been taken to reduce air pollution from stationary and mobile sources in the Los Angeles basin. But air pollution remains the most critical environmental problem for the County, with an estimated 8,317 tons of air pollutants produced daily in 1976.(13) Not only is air pollution a well-documented threat to health, but it also adversely affects the prospects for new investments and can irreparably harm both the man-made and natural environments. In recognition of this continuing problem, additional actions have been proposed by the federal and State governments and the South Coast Air Quality Management District to further reduce mobile and stationary source emissions. The County generally endorses these proposals, even though it does not have jurisdiction over emissions regulation. Appropriate County measures are suggested in the Land Use, Conservation and Open Space and

Transportation Elements of this document. (Page I-11)

This is an indirect justification for the HDO. If more people complete more of their trips by bicycle or by foot as opposed to by automobile, this would help improve the County's air quality.

4. Provide Full and Equal Opportunity: This goal expresses the human dimension of the Plan. It embodies a concept of equity that emphasizes the relationship of rewards and benefits to effort and needs. The same treatment must be accorded to individuals and groups in similar situations. The key to equity is a stable, diversified economy that extends a wider share of employment and investment opportunities to disadvantaged groups.

The fulfillment of this goal will involve improvements in the quality of education, public safety, health, job training and placement, housing, welfare and other services in declining neighborhoods; and, an end to discrimination based on age, sex, race, religion and physical disability. (Page I-14)

The HDO will encourage residents in many different parts of Los Angeles County to be more active. Thus, the HDO will provide residents of many different backgrounds and abilities an opportunity to live a more active lifestyle.

5. Conserve Resources and Protect the Environment: This goal is a recognition of man's dependence on the physical environment for his prosperity and well-being, and of his responsibility to be sensitive to the environmental consequences of his actions.

The fulfillment of this goal will involve preserving the natural environment; eliminating air, noise, and water pollution to protect health and safety; avoiding or mitigating the effects of natural hazards; and, conserving all resources, including natural habitats and wildlife, for the use and enjoyment of present and future generations. (Page I-14)

While the wording of this section of the General Plan is out of date, this goal is in line with the purpose of the HDO. If more people walk, bike, and exercise, then the residents of LA County will be healthier, and air pollution could be reduced.

6. General Policy No. 12: Conserve energy to ensure adequate supplies for future use. (Page I-20)

If bicycling and walking make up a higher percentage of the total number of trips in Los Angeles County, then more fossil fuels would be conserved for future use. As such, the HDO is consistent with this policy of the General Plan.

7. General Policy No. 14: Restore and protect air quality through the control of industrial and vehicular emissions, improved land use management, energy conservation and transportation planning. (Page I-20)

None of these trips accomplished by bicyclists and pedestrians would negatively impact Los Angeles County's air quality. Therefore, the HDO is consistent with this policy of the General Plan.

8. General Policy No. 35: Promote the development of community transit systems that would link residential areas to service and job centers, and serve as a feeder system to the public transportation system. (Page I-23)

A primary goal of the HDO is to encourage Los Angeles County residents to complete more of their daily trips by bicycle or by foot. One way to do this is to locate service and job centers within ¼ mile of residential areas, or to locate them along bicycle routes. Doing so would support the community transit system outlined in General Policy No. 35, and is therefore consistent with this General Plan policy.

9. General Policy No. 50: support the development of a transportation system that will make a positive contribution to the improvement of air quality. (Page I-24)

As previously stated, one goal of the HDO is to encourage more people to make more of their trips via bicycle or on foot. In this way, the HDO is consistent with General Policy No. 50 since this more bicycle and pedestrian trips mean fewer trips that produce noxious emissions and a positive contribution to the improvement of Los Angeles County's air quality.

10. General Policy No. 57: Improve the quality and accessibility of critical urban services including crime control, health, recreational and educational services. (Page I-25)

By encouraging walking and bicycling in Los Angeles County's unincorporated communities, the HDO is providing a means by which residents can access critical urban services, while also improving the health of these bicyclists and pedestrians. Therefore, the HDO is consistent with this General Plan Policy.

11. Improve Air Quality:

Air quality in Los Angeles County is severe enough to threaten health. Unfocused development and the dependence of the population on the automobile contribute to the problem. (Conservation and Open Space Element Policy Statement, Page II-26)

Again, any reduction in automobile trips would improve air quality. Since the HDO could reduce the number of automobile trips, it is consistent with the General Plan policy statement.

12. Land Use Element Policy No. 8: Protect the character of residential neighborhoods by preventing the intrusion of incompatible uses that would cause environmental degradation such as excessive noise, noxious fumes, glare, shadowing, and traffic. (Page III-12)

The HDO proposes design features that will encourage residents to walk or ride a bicycle for local trips. Doing so will not cause excessive noise, noxious fumes, or traffic. Additionally, anytime automobile trips are replaced by bicycle or pedestrian trips, the noise, fumes, and traffic in a neighborhood are actively reduced. Therefore, the HDO is consistent with this General Plan policy.

13. Transportation Element Policy No. 3: Plan and develop bicycle routes and pedestrian walkways. (Page V-19)

By amending Titles 21 and 22 of the Los Angeles County Code to encourage bicycle and pedestrian travel, the HDO is directly consistent with this General Plan policy.

14. Plan of Bikeways General Goal 1: Provide safer, more convenient bicycle facilities throughout Los Angeles County for transportation and recreation, as a viable alternative to automobile travel. (Plan of Bikeways, Page 9).

The Plan of Bikeways is a Sub-Element of the Transportation Element and is therefore a component of the General Plan. The HDO is fundamentally consistent with many of the goals and policies of the Plan of Bikeways as evidenced by the direct relationship between the purpose of the HDO and General Goal No. 1 of the Plan of Bikeways. Therefore, the HDO is consistent with this goal of the General Plan.

15. Noise Element Policy No. 4: Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and regulatory measures. (Page VI-19)

As previously stated, any time a bicycle or pedestrian trip can be substituted for an automobile trip, the amount of traffic noise will decrease. Through carefully crafted amendments to the Los Angeles County Code, the HDO will help to transform the landscape into one that is more inviting to bicyclists and pedestrians. Thus, the HDO is consistent with this General Plan policy.

16. Transportation Element Recommended Action Program No. V-58: Urge transportation agencies to include safety and security as major considerations in the design of transit, highway, bicycle and pedestrian facilities. (Board of Supervisors, Regional Planning, Road) (Policies 15, 21 and 30) (Page VIII-59)

Finally, one of the key principles of the HDO is safety for pedestrians and bicyclists. Therefore, the HDO is consistent with this part of the General Plan.

Therefore the HDO is consistent with, and implements the Los Angeles County General Plan. The development standards and uses of the HDO propose no changes to, and are consistent with Los Angeles County's Community Standards Districts, Hillside Management Criteria, SEA Conformance Criteria, and all other applicable land use criteria.

12. MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on mineral resources.

Since the HDO does not propose any physical development, it will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. Furthermore, and also because the HDO does not propose any physical development, it will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

13. NOISE

Would the project result in:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08) or the General Plan Noise Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of sensitive receptors (e.g., schools, hospitals, senior citizen facilities) to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and

therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not result in a significant increase noise.

Any construction activity associated with the implementation of the HDO would be subjected to local noise control ordinance (Title 12 of the County Code). Provisions of the HDO will restrict any noise produced in association with a farmers' market or community gardens. For example, musicians playing at a farmers' market will not be able to use any sound amplification equipment. The HDO will not cause the exposure of persons to, or generation of, noise levels in excess of standards established in the County noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08) or the General Plan Noise Element. Therefore, the HDO will not cause the exposure of sensitive receptors (e.g., schools, hospitals, senior citizen facilities) to excessive noise levels. Furthermore, the HDO will not cause neither a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas, nor a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the HDO will not expose people residing or working in the project area to excessive noise levels. Lastly, for a project within the vicinity of a private airstrip, the HDO will not expose people residing or working in the project area to excessive noise levels.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

14. POPULATION AND HOUSING

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace existing housing, especially affordable housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on population or housing.

The HDO proposes no housing and will not directly or indirectly induce substantial population growth in an area. Since the HDO directly proposes no housing and all future projects subject to the HDO are required to comply with other County requirements regulating density, the HDO will not cumulatively exceed official regional or local population projections. The HDO does not propose to displace existing housing, affordable or otherwise. Finally, the HDO does not propose to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

15. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sheriff protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Libraries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on public services.

As the HDO proposes development standards and new uses, no development including housing, and no direct increase in public services (including Fire protection, sheriff protection, schools, parks, libraries and

other public facilities), is proposed as part of the HDO. Indirectly, future development subject to the HDO may increase the need for public services, but the provisions within the HDO itself encourage more pedestrian and bicycling facilities within the County so any indirect impact on increasing the need for public services is less than significant. Sheriff protection may be impacted by the HDO through the requirement of cut-through access from cul-de-sac streets. Such cut-through access may create a negative impact by hindering sheriffs in pursuit of alleged criminals. As cut-through access is required for subdivisions, which are subject to discretionary review and further CEQA analysis, this impact can be mitigated to less than significant by requiring Sheriff consultation for subdivisions proposing such cut-through access, and allowing for modifications to this requirement as necessary for public safety and protection.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the project consistent with the Department of Parks and Recreation Strategic Asset Management Plan for 2020 (SAMP) and the County General Plan standards for the provision of parkland?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on recreation.

The provisions of the HDO encourage the development and improvement of bicycle and pedestrian facilities to support active transportation in the County, which in turn are also recreational opportunities for Los Angeles County's residents. The HDO would also encourage the use of existing neighborhood and regional parks and trails by requiring cut-through access from cul-de-sac streets to such facilities, but not to a level of significance from existing use, nor cause substantial physical deterioration of these facilities. Since

the HDO amends development standards for sidewalks to make sidewalks more inviting, it could therefore encourage the increase of their use for recreational walking. As such, it is possible that the HDO could reduce the reliance on parks for recreational walking.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

17. TRANSPORTATION/TRAFFIC

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? Measures of performance effectiveness include those found in the most up-to-date Southern California Association of Governments (SCAG) Regional Transportation Plan, County Congestion Management Plan, and County General Plan Mobility Element.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed the County Congestion Management Plan (CMP) Transportation Impact Analysis thresholds?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP, for designated roads or highways (50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with the Bikeway Plan, Pedestrian Plan, Transit Oriented District development standards in the County General Plan Mobility Element, or other adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

racks)?

h) Decrease the performance or safety of alternative transportation facilities?

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on recreation.

The provisions of the HDO encourage the development and improvement of bicycle and pedestrian facilities to support active transportation in the County through amendments to the Code that require bicycle and pedestrian facilities. Therefore, the HDO would in fact have a positive effect for non-motorized circulation by increasing the number of facilities that accommodate non-motorized circulation. Adoption of the HDO could also provide opportunities for new and improved bicycle facilities and higher pedestrian connectivity to transit stations. The purpose of establishing the HDO is to modify the built environment to promote more active and healthier communities. HDO related projects will not conflict with public transit or bicycle facilities; in fact, the requirements of the HDO will complement these facilities as well as have a potential positive effect on congestion management planning. Therefore, the HDO does not conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Measures of performance effectiveness include those found in the most up-to-date Southern California Association of Governments (SCAG) Regional Transportation Plan, County Congestion Management Plan, and County General Plan Mobility Element.

Furthermore, the HDO will not cause the County Congestion Management Plan (CMP) Transportation Impact Analysis thresholds to be exceeded. The HDO also does not conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP, for designated roads or highways (50 peak hour vehicles added by project traffic to a CMP highway system intersection or 150 peak hour trips added by project traffic to a mainline freeway link). Since the HDO proposes no new development, its adoption will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results

in substantial safety risks. Similarly, it will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The HDO will also not result in inadequate emergency access. Clearly, the HDO will not conflict with the Bikeway Plan, Pedestrian Plan, Transit Oriented District development standards in the County General Plan Mobility Element, or other adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). Finally, the HDO will not decrease the performance or safety of alternative transportation facilities.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Exceed wastewater treatment requirements of the Los Angeles or Lahontan Regional Water Quality Control Boards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 21, Part 21)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO will not have a significant negative impact on utilities or service systems. Therefore, the HDO will not exceed wastewater treatment requirements of the Los Angeles or Lahontan Regional Water Quality Control Boards, and the HDO will not create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Since the requirements of the HDO will result in improvements similar in scale to the built environment, the HDO will not create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effect. Furthermore, since no development is proposed as part of the HDO, it will have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses. The HDO also, therefore, does not conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 21, Part 21), or create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. There is also no new development that would need to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Finally, the HDO does nothing to change the fact that all future proposed development will need to comply with federal, state, and local statutes and regulations related to solid waste.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The HDO proposes amendments to the Subdivision and Zoning Ordinances of the Code to add new development standards and update existing development standards for new development, and add farmers' markets and community gardens as uses to the Code. The HDO does not propose any physical development. Almost all of the new requirements included in the HDO will apply only to future discretionary projects that will each need their own separate CEQA analysis. The only improvements associated with ministerial reviews pertain to sidewalk improvements required for ministerial projects in certain zones, required bicycle parking for uses allowed as a permitted use, and community gardens proposed as a primary or accessory use in the residential, agricultural, commercial, mixed use, and open space zones. The County currently requires five-foot sidewalks per policy for improvements, and therefore this ordinance amendment would not result in any significant physical change to the environment. In the case of bicycle parking and related facilities, the requirements are such that the installation of bicycle facilities require siting where the footprint of a proposed development would already be improved, and therefore would not result in a project with additional significant impacts from the addition of bicycle facilities when compared to the existing environment. For community gardens, the use is not significantly different from traditional personal gardening already permitted as landscaping in all zones. Additionally, the requirements of the HDO will result in improvements similar in scale to the built environment. Therefore, since the provisions of the HDO will neither directly nor indirectly significantly expand what is built in Los Angeles County, and since the provisions of the HDO will not significantly increase the level of future development in the County, the HDO does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population

to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

All HDO-related projects subject to discretionary review, such as subdivisions with street improvements and farmers' markets, would be analyzed for any impacts to the surrounding environment. Any appropriate mitigation measures or project changes for such HDO-related projects will be reviewed as part of CEQA analysis for these discretionary projects.

Finally, for all of these reasons, the HDO does not have impacts that are individually limited, but cumulatively considerable, and the HDO does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.



**LA County Healthy Design Ordinance
Stakeholders Meeting
January 12, 2011 9:00 AM
Meeting Minutes**

Meeting Attendees: Dan Rosenfeld, LACDPH
Connie Chung, LACDRP
Karen Simmons, LACDRP
Jodie Sackett, LACDRP
James Barber, LAC Parks and Recreation
Alfonso Medina, LACDPH/EH
Robert Ogilvie, PHLP
Janna Masi, LAC Fire
Steve Burger, LACDPW
Susie Tae, LAC DRP
Josh Huntington, LACDRP
Ken Habaradas, LACDPH
Kate Ricci, LACDPR
Jim Smith, LACDPR
Danyte Mockus, Riverside County DPH
Julisa Alvizo-Silva, Riverside County DPH
Eloisa Gonzolez, LACDPH
Marsie Huling, Riverside County DPH
Louisa Franco, LACDPH
Brett Hondorp, Alta Planning + Design
Sam Corbett, Alta Planning + Design
Jessie Holzer, Alta Planning + Design

A stakeholders meeting was convened on Wednesday, January 12, 2011 to build a shared understanding between key stakeholders of the need for and intent of developing a “Healthy Design Ordinance” for Los Angeles County. The meeting was also an opportunity to solicit feedback and engage key stakeholders in a discussion of priority issues and topics that should be integrated into a “Healthy Design Ordinance.” The following summarizes key discussions resulting from the meeting.

Key Discussion Points

- Sam opened the meeting with an overview of what the workshop would entail, as well as the goals of the workshop.

- Dan announced that the HDO is part of a broad program in LA County and that the LACDPH will be using built environmental policy to address the obesity epidemic. He presented statistics on obesity and diabetes to illustrate the problem with obesity rates in LA County. Dan then described how the PLACE (Policies for Livable, Active Communities and Environment) and RENEW (Renewing Environments for Nutrition Exercise and Wellness) programs came into being and their timeframes.
- James asked where parks fit into the HDO. Brett said that El Monte used PLACE funding for parks and Robert said that park access should be prioritized. Connie said LA County is developing a parks and recreation element for its General Plan.
- Josh and Jodie presented the draft HDO guidelines, which included a definition of healthy design, the core principles of the HDO (built environment should be 1) safe, 2) convenient, and 3) pleasant for pedestrians and bicyclists), and 12 design features. Jodie said that changes will be made to Title 21 (subdivision code) and Title 22 (zoning code). He also explained the principle of safety in greater detail and the concept of passive surveillance. Josh mentioned that if planners focus on walkability rather than density, he's found that communities are more receptive to that concept and are more likely to be open to change.
- Susie announced that LACDRP would be presenting to the commission this month and that input from the stakeholders meeting would be used, as they are trying to include healthy design in all of their projects.
- James said that pocket parks are not desirable in the middle of a block and suggested they be located adjacent to schools. Sam noted that identifying and creating parks as part of infill development projects is critical and that open space could even be in the form of small public spaces (e.g., publicly accessible plazas) rather than parks.
- Brett presented an overview of healthy design best practices and the concept of livability. James said that storm water management creates barriers to complete streets. Brett said that it also provides opportunities for green methods of storm water capture, such as bioswales and pervious paving treatments.
- Steve said that lanes of traffic or parking can't always be taken away because it decreases the quality of life. When there is less parking at a destination, people use the surrounding residential streets and impact residents. Brett said that things must be done holistically or if parking can't be removed it should be located in the back, off-street. Steve asked if it was possible to provide density bonuses for increasing the ROW in new developments and indicated that this would be an effective strategy to get the development community on board.
- Steve asked about challenges for maintenance crews to fit with some of the best practices treatments, such as on-street bike corrals. Sam replied that he is aware of several cases where local merchants have assumed the responsibility of cleaning the areas around bike corrals where streets sweepers cannot fit. Robert said this presents opportunities to think creatively and that a litter-free environment could be written into the conditional use permit or Business Improvement Districts could be created/ utilized for maintenance responsibilities.
- Steve said that it will be challenging to implement changes in pedestrian facilities in rural communities because many communities push for not having sidewalks and/or curb and gutter systems. Brett responded that there will be a different cross section for rural communities, but there are still ways to provide pedestrian access.

- Steve said that there is an opportunity to implement some of the more innovative ROW treatments through the County's Private Drives and Traffic Calming Design Guidelines Manual which can be utilized by developers for privately maintained roadways.
- Eloisa asked about creating urban trails as a means of creating more active, healthier communities in LA County. Sam indicated that creating urban trails and more pedestrian oriented corridors is not only an effective strategy to create healthier, more active communities but it also creates a sense of place, identity and great pride for the community.
- Eloisa asked if parking can be put in a structure to reduce the need to have it on-street. Steve said that shared parking is an acceptable alternative if it is in a central location and increases revenues, and it is especially good for master plan projects. Sam noted that minimum parking requirements can often make a development project financially infeasible due to the high costs of structured parking.
- Steve asked if it was an option to install staircases between homes to increase access and exercise. Brett said that there are several examples of them in northern California. Jody mentioned that as flat lands all get developed, developers will move into the hills and that staircases could be adopted into new developments. Steve said that there could also be pocket parks at the end of the stairs.
- Dan brought up the idea of ciclovias and asked if there was a way to design streets to be shut down. Janna said that Fire would need to work out the details. Steve said that this is doable. Sam noted that the great value in ciclovias is not necessarily the space, but the opportunity to come together in an open space free of motor vehicle traffic.
- Karen said that there is an 8 foot minimum width for planting strips along sidewalks to minimize overspray associated with watering the plantings. Sam asked if there might be an opportunity to reduce this minimum width requirement by relying more heavily upon drought-tolerant landscaping that doesn't require an irrigation system.
- Sam presented preliminary research and key findings from tier one stakeholder interviews. Dan said if there are ideas for other potential interviewees that stakeholders should contact him and he will get in contact with them. Sam also presented barriers to the current code.
- Robert led a discussion on barriers to the HDO. Karen indicated that modifying street standards is very difficult due to the DPW process. Steve noted that many issues are considered by DPW with respect to street standards, such as LOS standards/expectations, safety issues, and liability concerns. If the current standards are to change, Steve noted that there needs to buy-in and the new standards need to meet the industry-wide standards and that it will be a fairly long process to change the DPW design standards for public streets. Robert asked if there is a range in street width standards and Steve noted that there is a range, which provides DPW with some flexibility but everything still needs to be fully vetted to address safety and liability concerns.
- Cost of installation and maintenance was a key barrier that came up in the discussion. It can be higher in auto-oriented suburbs because of the cost of pavement and gas tax funding can only be used on roads. Landscaping, unique street features, and streets with medians also have higher costs.
- Robert asked about emergency access related issues and concerns. Janna said that trees encroach on access for Fire when they are located too close to the curb, but when they are far from the curb they are too close to the buildings. There needs to be a balance. In terms

of traffic calming, chicanes and bulbouts are acceptable treatments to Fire as long as 20' minimum access is provided, but speed humps are not. Fire has accepted roll curbs and has also been flexible to work with various roadway median designs.

- Robert asked about parks related concerns with the HDO project and James said that there needs to be more collaboration both within the County and with different municipalities. James noted the overall importance that trees play in the urban environment and cited several benefits, including air quality, urban heat island effect, and overall quality of life.
- Jodie said that safety improvements associated with the HDO will help reduce liability of citizens, but to get safer designs implemented there needs to be data to back them up, such as crash reduction factors (CRF).
- Robert asked about access to school issues related to the HDO project and Eloisa said that traffic calming can help encourage parents to let their children walk/ride to school. She said that some schools have also opened up their facilities during non-school hours for public use/recreation through joint use agreements.
- Dan said that there is a challenge to getting new bicyclists to feel safe and want to try out new bicycle facilities in areas with low existing bicycling rates. He said that a main barrier is giving the public the perception that bicycling is something they can do.
- There was a brief discussion on costs and it was suggested that in addition to the capital construction costs associated with the HDO treatments, it is important to consider maintenance costs for all improvements.
- Robert also led a discussion on problem solving techniques. Steve said that private streets are allowed to be narrower and public access can be maintained with an easement.
- Several people mentioned the need for local, context-specific examples to encourage buy-in from municipalities. PLACE's initiatives such as El Monte, Culver City and others were cited as good local examples that should be referenced in the Healthy Communities Report.
- Sam closed the meeting by thanking everyone for taking the time to attend the meeting and with a brief discussion of next steps which includes additional research that will culminate with the Healthy Communities Report which will be completed by May. Sam also noted that there will be additional stakeholder outreach, including a second stakeholder workshop to review the draft Healthy Communities Report.



**LA County Healthy Design Ordinance
Stakeholders Meeting
July 13, 2011 1:00 PM
Meeting Minutes**

Meeting Attendees: Dan Rosenfeld, LACDPH
Mikaela Randolph, LACDPH
Sheela Mathai, LAC Parks and Recreation
Clement Lau, LAC Parks and Recreation
James Barber, LAC Parks and Recreation
Kelley Kim, LACDRP
Ken Habaradas, LACDPH
Marta Brown, BIA (LA/Ventura)
Steve Burger, LACDPW
Andy Narag, LACDPW
Eloisa Gonzalez, LACDPH
Janna Masi, LAC Fire
Susie Tae, LAC DRP
Josh Huntington, LACDRP
Dennis Hunter, LACDPW
Jodie Sackett, LACDRP
Holly Schroeder, BIA
Brett Hondorp, Alta Planning + Design
Sam Corbett, Alta Planning + Design
Jessie Holzer, Alta Planning + Design

A stakeholders meeting was convened on Wednesday, July 13, 2011 to present key findings and results from the Draft Healthy Communities Report, present preliminary code amendment changes to project stakeholders, and engage stakeholders in a discussion of challenges and opportunities to adopting a Healthy Design Ordinance. The following summarizes key discussions resulting from the meeting.

Key Discussion Points

- Dan opened the meeting with an brief discussion of the RENEW and how the Healthy Design Ordinance came into being.
- Sam presented the key findings of the Draft Healthy Communities Report, which is intended to inform the LA County amendment changes. He noted that the document is a summary of

the research Alta conducted and that more detailed information can be found in the technical appendices. In his presentation, Sam discussed that the report's primary focus is on active transportation and how it relates to 12 key design elements. Sam presented benefits and costs of healthy design based on the 12 key design elements, as well as best practices and recommendations to amend the existing LA County code.

- Eloisa asked if, on average, the cost savings and increased costs to implementing healthy design elements cancel each other out. Sam replied that the cost/benefit analysis that Alta conducted is a high level analysis and that the costs and savings specifics need to be determined on a case-by-case basis. However, small projects are likely to have increased costs, while large projects probably will have higher savings.
- A stakeholder asked why Alta presented recommendations to change roadway width in Title 21 as well as parking changes, but those were not reflected in the draft amendments to code that DRP distributed. Sam responded that Alta presented best practices to DRP, but they ultimately decided which sections of code to propose changes to.
- Another stakeholder brought up the point that jurisdictions are often hesitant to allow parking credits for mixed-use developments. He asked if Alta knew of any jurisdictions that measure parking utilization after development and allow applicants to apply for additional parking spaces if demand is high. Sam said that this makes sense, but he only knew of general parking utilization studies. He mentioned this idea might be a potential challenge to DRP if they approved a project and then later determined parking demand to be much higher, but that in the majority of instances with mixed-use developments there is not a problem with parking.
- In response to a stakeholder question, Sam explained the concept of a "pedestrian shed." He said that the standard distance an average pedestrian usually will walk is one-half mile, while an average bicyclist will ride approximately three miles.
- Eloisa asked if Alta's research looked into joint-use agreements, such as a developer locating a recreational area (ie basketball court, pool, or tennis court) close to the periphery of a property so that it could be shared with the public. Sam noted that there is evidence of this occurring and that it is currently happening in LA County. However, sometimes the developer provides exclusive or gated facilities, but it depends on the developer's priorities and what is required in the existing code. Alta's recommendation is that recreational and open space facilities be made accessible to all users.
- A stakeholder asked if Alta found any evidence to require wider sidewalks. Sam explained that wider sidewalks are necessary in areas designed for increased pedestrian activity in order to retain adequate pedestrian level of service. Alta generally recommends sidewalks be 8-10 feet in width in locations with high pedestrian volumes.
- Another stakeholder noted that the recommendations are heavily fixed on urban settings and do not address rural settings. He noted that putting in a pathway or paved surface for pedestrians per the recommendations will be an issue with equestrians who require unpaved surfaces. Sam explained that most of the research has been done in urban areas, but that rural areas do have different requirements and need different code changes. Josh noted that LA County's existing code does not require parcels over approximately one-half acre to provide pedestrian amenities, which is beneficial to equestrians, and that this is not proposed to change per the code amendments.

- In response to a stakeholder question regarding recommendations to address gentrification from healthy design elements, Sam said that there are opportunities for developers to provide a percentage of low income housing units. Also, bicycling and walking are accessible and equitable forms of transportation because they have lower costs. Sam acknowledged that increased property values can, however, cause gentrification and said it would be appropriate to address as an impact. Jodie noted that an appropriate place for addressing gentrification mitigation would be LA County's Housing Element or its Affordable Housing Ordinance, which provides bonuses to developers that provide affordable housing. Josh added that there is not an easy answer to the question, as increasing quality of life for some may push others out of an area, however attracting residences to a location with healthy design elements may reduce the need to develop a subdivision in prime agricultural land; there is a tradeoff for all decisions.
- Dan asked DRP if the Healthy Design Ordinance would impact new development more than infill development, which Susie replied affirmatively to. Jodie said that there could also be new developments in infill locations and the Healthy Design Ordinance would greatly benefit those areas. Dan also asked DRP how the ordinance would encourage people to partake in activities they do not necessarily want to, such as providing wider sidewalks to encourage people to walk more. DRP replied that the code sets the standards for guiding design, but that plans set the community visions and address community concerns. Goals and policies from the plans are implemented through the code.
- A stakeholder asked how other jurisdictions have dealt with increased liability for "trip and fall" injuries by encouraging the use of the public right-of-way. Sam explained that most communities that provide healthy design elements such as bike facilities actually see reduced collisions because of the safety in numbers principle and that bicyclists become legitimate road users. All treatments recommended have been thoroughly studied, so if LA County designs and maintains pedestrian and bicycle facilities to the proposed standards then they shouldn't have any increased liability for injuries. Brett also noted that the research did not find liability as a deterrent to implementing healthy design elements.
- Another stakeholder asked if programs to encourage and educate the public would be part of the ordinance. Dan said that RENEW is trying to accomplish that portion outside of the ordinance. Mikaela noted that Safe Routes to School is a good example of that. Sam said that the LA County Bicycle Master Plan is also a good example as it has an entire chapter on programs, which are more appropriate for a plan rather than an ordinance.
- Susie then presented DRP's proposed changes to the code based on Alta's recommendations. She noted that due to the funding and time constraints of the grant, DRP had to focus on specific elements to improve public health. These included the following:
 - Increase sidewalk widths from four feet to five feet and discourage the allowed cross-section with sidewalks adjacent to roadways without buffers
 - Provide requirements for number of spaces and locations for bicycle parking
 - Require cross-sections and tentative maps of proposed streets depicting healthy design features
 - Require higher justification when sidewalks are bicycle facilities are proposed to be modified or waived; potential exemptions to drought-tolerant plants if they provide shade around sidewalks, trails, and bicycle facilities

- Require landscape strips and walkways to improve connectivity; require through-access pathways from cul-de-sacs; require wider mid-block through-access crossings
- Add farmer's markets as an allowable use and require only one permit per farmer's market per year
- Encourage community gardens as accessory use in residential, agricultural, and open space zones
- Susie discussed that the first five goals differ from the farmer's markets/community gardens goals because they provide more design guidance to developers for new developments, while the latter most immediately affect existing neighborhoods that want to add these uses. She noted that the ordinance would allow these uses on private property, but the board would need to give the authority for farmer's markets/community gardens to be held on public property as a temporary use.
- Eloisa noted that there is no mention of joint use agreements in the code amendments and asked why DRP did not propose this. Susie said that an example of a joint-use agreement in the proposed changes is community gardens because they would be held on property that already had an existing use, but DRP also has outside efforts for more comprehensive zoning ordinances that will affect joint-use agreements. She said that joint use agreements were not more specifically addressed in these proposed amendments because it is not feasible at this point and that existing goals and policies are not strong enough that the code could be implemented today.
- Josh explained that Title 21 (subdivisions) is a result of the Map Act, which tells developers how to subdivide land and protects developers because it limits what DRP can require of them. However, DRP can require more when developers apply for a Conditional Use Permit, which is where DRP can ask for joint use agreements. Joint use agreements usually only come up in larger projects, but DRP will now look into them more in the future. Susie added that though the ordinance will be applied countywide, zoning is also used and both will work together to determine uses.
- A stakeholder requested that DRP have flexibility when evaluating elements such as sidewalks because there are currently other ordinances being written and they all need to fit together. She said being less prescriptive will help all ordinances require the same thing.
- Susie closed the meeting by discussing next steps:
 - DRP is now accepting comments to the proposed amendments to code; the project email is HealthyDesign@planning.lacounty.gov
 - DRP has a commission meeting on July 27, 2011 to present the ordinance vision and the Healthy Communities Report
 - In September there will be community outreach meetings throughout the County
 - DRP will present to the commission at a hearing in November for approval of the proposed amendments
 - The project website is being constructed and will include upcoming meetings and the documents Alta produced

Sackett, Jodie

From: Dan Coleman [dcoleman@ci.san-dimas.ca.us]
Sent: Monday, October 24, 2011 3:09 PM
To: Healthy Design
Subject: HDO

We applaud LA County's efforts with the HDO. The Technical Memo #2 best practices background did not mention that the 2010 California Green Building Standards Code, effective January 1, 2011, established minimum standards for bicycle facilities, such as number required for short-term and long-term bike parking, proximity to building entrances, lockable storage, and changing rooms/showers. In a few instances, the CALGREEN requirements go further than the Draft HDO. For example, CALGREEN requires that long-term bicycle parking facilities are encouraged to have "covered, lockable enclosures with permanently anchored racks".

Encourage you to consider expanding the requirement for changing facilities to include larger office complexes and hotels as a way of promoting people walking and bicycling to work.

Dan Coleman
Director of Development Services
City of San Dimas

**DRAFT RESOLUTION
REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES**

WHEREAS, the Regional Planning Commission (“Commission”) of the County of Los Angeles (“County”) has reviewed the matter of amendments to Title 21 (Subdivision Ordinance) and 22 (Zoning Ordinance) of the County Code to incorporate healthy design features to encourage walking, bicycling and exercise.

WHEREAS, the Regional Planning Commission finds as follows:

1. On November 24, 2009, the County Board of Supervisors directed County Department of Public Health (“Public Health”), Department of Regional Planning (“Regional Planning”), and County Department of Parks and Recreation, to pursue funding to encourage developers to include healthy design features, and creating design standards for building pedestrian-, transit-, and bicycle-friendly developments throughout the County.
2. On March 19, 2010, Public Health announced the award of funding from the Centers for Disease Control for programs addressing the obesity and physical activity. Regional Planning was allocated funds to develop a Healthy Design Ordinance with stipulation that the ordinance be adopted and in effect by March 2012.
3. On January 26, 2011, Regional Planning presented to the Commission the Healthy Design Guidelines, which defined healthy design, set basic principles, and identified several design areas to implement healthy design within the County Code. These guidelines were drafted to help guide the development of the ordinance within the strict time constraints of the grant funding as well as aid future healthy planning policy and procedure efforts.
4. On January 26, 2011, the Commission directed the Director of Regional Planning to initiate the development of the Healthy Design Ordinance to amend Title 21 and Title 22 of the County Code to incorporate healthy design features.
5. The resulting Healthy Design Ordinance, presented as Project No. R2010-01627-(1-5), is a series of amendments to Title 21 and Title 22 to standards and procedures for development which are consistent with the directives of the Board of Supervisors, Commission, and the Los Angeles County General Plan.
6. The Healthy Design Ordinance is supportive of many goals and policies of the County General Plan, including health, air quality, and conservation of natural resources, by encouraging walking, bicycling and exercise.

7. The Healthy Design Ordinance is a series of amendments that encourages walking by widening sidewalks, requiring minimum standards for pedestrian ways and cul-de-sac through access, encouraging use of the standard cross section which provides buffers between pedestrians and road travel lanes, and enhancing landscaping requirements to provide shade trees and walkway landscaping.
8. The Healthy Design Ordinance is a series of amendments that enhances project review requirements for healthy design by requiring plan depictions of pedestrian and bicycle facilities and street cross sections, and requiring projects to meet higher burdens of proof and findings addressing pedestrian and bicycle convenience.
9. The Healthy Design Ordinance is a series of amendments that encourage more bicycling by requiring bicycle parking and shower facilities for certain projects with construction or alterations of a certain size, and reducing vehicle parking requirements when more than required bicycle parking is provided near transit.
10. The Healthy Design Ordinance is a series of amendments that encourage greater access to healthy foods by adding community gardens and farmers' markets as uses to the Zoning Ordinance along with development standards and permitting procedures.
11. In compliance with the California Environmental Quality Act, an Initial Study was prepared for the project that demonstrates that this regulatory action will not have a significant effect on the environment. Based on the Initial Study, Regional Planning staff has prepared a Negative Declaration for this project.

THEREFORE, BE IT RESOLVED THAT the Regional Planning Commission recommends that the Los Angeles County Board of Supervisors:

1. Hold a public hearing to consider the proposed amendments to Title 21 (Subdivision Ordinance) and Title 22 (Zoning Ordinance) of the Los Angeles County Code to modify standards and procedures to incorporate healthy design features.
2. Certify completion of and approve the attached Negative Declaration and find that the amendments to Title 21 (Subdivision Ordinance) and Title 22 (Zoning Ordinance) of the Los Angeles County Code will not have a significant effect on the environment; and
3. Adopt the attached ordinance amending Title 21 (Subdivision Ordinance) and Title 22 (Zoning Ordinance) of the Los Angeles County Code and

determine that it is compatible with and supportive of the goals and policies of the Los Angeles County General Plan.

I hereby certify that the foregoing was adopted by a majority of the voting members of the Regional Planning Commission of the County of Los Angeles on November 21, 2011.

By _____

Rosie O. Ruiz, Secretary
Regional Planning Commission
County of Los Angeles

DRAFT

