

Relates to Item #7

In 2009, the Board of Supervisors instructed County staff to develop design standards for building pedestrian-, transit-, and bicycle-friendly developments, promote walking and other outdoor physical activities, and ultimately incorporate these elements into the County’s Public Works design standards. The Healthy Design Ordinance that is before the Board today is a product of more than two years of collaborative work by County staff from the Departments of Regional Planning and Public Health, and is an important first step in the effort to make the County a healthier place to live and work.

In particular, this ordinance will help ensure that the design of new, private developments in the unincorporated County will contain basic pedestrian and bicycle amenities, and it will facilitate the growth of farmers markets and community gardens in order to provide greater access to fresh fruits and vegetables in all parts of the unincorporated County. To achieve these important benefits, the ordinance should be adopted today.

However, the County’s effort to build healthier neighborhoods should not stop with the adoption of this ordinance. Research—including the “Healthy Communities Report: Active Transportation Design Guidance and Recommendations,” which was

MOTION

MOLINA _____

RIDLEY-THOMAS _____

KNABE _____

ANTONOVICH _____

YAROSLAVSKY _____

written in preparation for this ordinance—has made plain the idea that much more needs to be done to create livable neighborhoods that do not rely solely on automobile transportation.

County planners and engineers, and private developers, will have to make a concerted effort to achieve neighborhoods where people feel comfortable walking, biking, and taking transit. These efforts should include, but are not limited to: reviewing zoning and land use plan policies that encourage sprawling developments which force people to drive vast distances just to get to work or buy a gallon of milk; creating street designs that make pedestrian activity less comfortable, more dangerous, and do not accommodate bicyclists and other users of the road; finding opportunities to create bicycle and pedestrian pathways that are separated from car traffic; and, designing building-orientation, lighting, landscaping, parking and block-layout standards that facilitate a pedestrian-friendly environment.

In a county as big as Los Angeles, there are no one-size-fits-all solutions—what works in one area may not be suitable for another. But, the County should further its effort to achieve the design of public and private facilities in a manner that encourages pedestrian activity, bicycling, the comfortable use of public transit, and outdoor physical activity. Doing so will make LA County a better, healthier place to live and work.

I, THEREFORE, MOVE that the Board of Supervisors close the public hearing, approve staff's recommendations, including those contained in their verbal presentation today, along with the following additional amendments:

- 1) Restore the proposed deletions to 21.48.040 because these technical changes have nothing to do with Healthy Design, and should be brought before the Board under a stand-alone ordinance change so that members of the public may have the opportunity to comment on their merit; and,

2) Restore the amendment contained in the initial draft of the ordinance, which required a cross section showing roadway paving width and type, roadway median, curb and gutter or road shoulder, sidewalk paving width and type, landscaping and tree planting, street lighting, wall and / or fence design, and other such information as the Director of Regional Planning deems necessary.

I FURTHER MOVE that the Board of Supervisors:

- 1) Declare that it is the intent of this Board and the policy of this County to encourage design of public and private facilities in a manner that encourages pedestrian activity, bicycling, the comfortable use of public transit, and outdoor physical activities;
- 2) Direct the CEO to coordinate a department-wide effort to review the approaches contained within the “Healthy Communities Report: Active Transportation Design Guidance and Recommendations” as well as the best practices contained within the Model Design Manual for Living Streets;
- 3) Report back to the Board of Supervisors within 180 days with a recommendation as to: a) which of these practices should be either mandated or encouraged by the County; b) the appropriate mechanism by which these practices should be implemented; c) an implementation program to ensure these recommended practices are carried-out, as appropriate, in both public and private facilities; and, d) potential funding mechanisms to implement these policies, including from future Public Health grants or other sources.
- 4) Direct every county Department, specifically including the Director of Public Works, the Director of Regional Planning, the Fire Chief, and the Director of Public Health, to actively cooperate in this effort, and to assist in achieving the intent of this Board and the policy of this County, as stated above.