Humboldt County
Healthy Development Checklist

By the Humboldt Partnership for Active Living

With Funding From The California Endowment

July, 2008
**Table of Contents**

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>3</td>
</tr>
<tr>
<td>Land Use</td>
<td>5</td>
</tr>
<tr>
<td>Safe &amp; Sustainable Transportation</td>
<td>7</td>
</tr>
<tr>
<td>Safety &amp; Social Cohesion</td>
<td>8</td>
</tr>
<tr>
<td>Environmental Stewardship</td>
<td>9</td>
</tr>
<tr>
<td>Housing &amp; Neighborhood Design</td>
<td>10</td>
</tr>
<tr>
<td>Checklist Matrix</td>
<td>12</td>
</tr>
<tr>
<td>Citizen Action</td>
<td>17</td>
</tr>
<tr>
<td>Glossary</td>
<td>19</td>
</tr>
<tr>
<td>Figures</td>
<td>22</td>
</tr>
<tr>
<td>Reference List</td>
<td>23</td>
</tr>
</tbody>
</table>

Many thanks to the HumPAL committee members who dedicated time and energy to informing the direction and content of this checklist, and to all of the reviewers who shared input and insight on draft versions!
INTRODUCTION

Did you know that where you live determines how healthy you are or that your zip code can be a good predictor of your life expectancy?¹ We can all imagine how living next to a polluting factory may have a direct and negative influence on our health, but did you know that chronic diseases like asthma, diabetes and heart disease are more closely linked to what you have access to and how you access it? rather than what you live next to? For example, are there grocery stores that sell healthy food, safe pedestrian routes, and places for children to play and get exercise nearby?

How can you determine if an existing or proposed built environment, neighborhood, or development is healthy? Healthful conditions require an adequate supply of quality housing; access to public transit, schools, nutritious food; access to safe parks and open spaces; safe routes for pedestrians and bicyclists of all ages and abilities; meaningful and productive employment; unpolluted air, soil, and water; and, cooperation, trust, and civic participation.² For the purposes of this checklist, a ‘complete neighborhood’ is one that provides this healthful bounty. In a healthy rural neighborhood context, however, it is assumed that daily needs are met within a much wider geographic sphere, but that there are at least some of these opportunities available. Visit the Glossary for more information on urban, suburban, and rural parameters of this checklist; terms referenced there are noted in bold.

People who live in neighborhoods where they can drive just one-third less than the average US household to get what they need report a higher quality of life and can – you guessed it – have higher life expectancies than those who live in neighborhoods with limited safe, self-propelled access to daily needs.¹ In addition, many other aspects of community design influence our social, environmental and economic well-being. The ripple effects of increasing energy costs, impacts that reduce environmental health and related resource productivity, and concerns about climate change suggest even more reasons why making smart choices about community design can affect our health through our pocketbooks and cumulative impacts on the globe.

There are two major ways in which health is determined by how our communities are built. “Land use patterns,” or the big picture way our communities have been physically planned, are a product of government policies, community needs, and transportation priorities. The “built environment” is planned and designed based on land use policy. It encompasses buildings (housing, schools, stores, workplaces); industrial, commercial and residential districts; public resources (parks, museums); and transportation systems.²
In Humboldt County, slow rates of development, declining school enrollment, affordable housing needs, increasing numbers of retired and/or relocated baby-boomers, timberland conversion pressures, and retaining our rural character are some of the land use issues we face. We are meeting new neighbors; tired of long commutes, unhealthy air, social isolation and a lack of community character, others have moved here to find a new, healthier sense of place in Humboldt.

Balancing the pressures of community development with community values is an exercise in priorities. How do we accommodate future development while retaining our rural character? If we want to preserve agriculture and timberlands and their associated benefits to the community, do we need to mandate higher density developments in and near existing communities and infrastructure? Can we learn from mistakes of the past, the rest of California and the west? How does all of this correlate with ‘healthy’ development?

A new discipline in land use planning and community design has emerged that integrates community development with public health. By asking the question, “How will this proposed project affect human health?” before making decisions during planning processes, communities are beginning to find common ground on many issues - and are experiencing a higher quality of life because of it. With this 'checklist', the Humboldt Partnership for Active Living (HumPAL) endeavors to present one means to begin to answer these questions.

**A Humboldt County Example**

As an urban example, “Henderson Center” in Eureka is accessible by walking, biking, or by taking one of the four bus lines that stop at Harris and F Street. In addition, those who drive to the area can park once and walk to access the numerous goods and services available. These include: a hardware store, bank, clothing shops, a bicycle shop, drugstore, restaurants, medical services (physicians, eye doctors, and dentists), laundromat, a bakery, a shoe store, a video rental store, Carson Park and, once every week from April to November, a substantive farmer’s market.

One critical type of “goods” that relatively recently disappeared from the neighborhood was a full-service grocery store, although one does exist approximately one mile away from the neighborhood to the west. Overall, however, Eureka does have a number of small neighborhood markets spread around the city, making access to some goods better than in many more recently developed communities where the ‘corner store’ was not planned into neighborhood land uses.

One challenge to Henderson Center accessibility is that much of the business district is sandwiched between two one-way arterial streets – Henderson and Harris – that tend to have heavy and relatively high-speed traffic.
**Land Use (LU)**

*Healthful community design facilitates physical activity and access to goods, services and other daily needs.*

**Land use planning** affects the fundamental character of our communities and our lifestyles by determining which parcels of land are developed and for what purpose; where and how far apart our destinations are; what kinds of activities can happen in a given space; to some extent, who can live next to whom or what, including commercial districts, residents’ income levels, and industrial areas; and what choices people have for getting from place to place. There are complimentary and conflicting choices in land uses at any given time – should this parcel be developed? What kind of development should it be? What are the current restrictions and zoning ordinances governing that parcel of land? Planning for and evaluating that use is a complicated venture. However, public and private community development is one inevitable way that communities evolve, and that evolution can provide or reduce social, economic, health and environmental benefits to the entire community.

**Zoning** policies also affect where and what types of neighborhoods exist or which developments may be built within a community. Is the neighborhood or project commercial or retail; industrial; residential; does it provide a public use; or a combination? Land use policies affect the density of communities. Sprawl (also known as “low-density developments” that are) distant from community services has been shown to increase the volume of vehicle traffic as people must drive further to work, goods, and services. Green and open spaces, as well as the rural way of life, are often reduced by low-density developments. Conversely, high density developments effectively reduce ‘vehicle miles traveled’ (VMT). Residential subdivisions may be built without any provision of accessible goods or services, which results in increased traffic – if this is in your neighborhood, are there opportunities to revise policies to allow for appropriate neighborhood commercial or retail businesses?

An increasing body of evidence suggests that by replacing automobile-dependent land use policies (sprawl) with those that focus on more compact developments, or “Traditional Neighborhood Design (TND),” transportation choices, safety, physical activity, and improved air quality increase. Effective zoning regulations can encourage physical activity and community interaction by incorporating mixed-use and complete streets policies that increase active transportation options – or the overall ‘walkability’ of communities. ‘Circulation’ and transportation policies obviously affect these options as well. **Complete neighborhoods** also promote equitable access for people of all economic and transportation means – and given that roughly 30 percent of Humboldt County cannot or chooses not to drive, it becomes especially important to plan and accommodate for those needs.

Land use and zoning policies can improve access to healthful foods. Small convenience and corner stores with a limited (often unhealthy) food selection and high prices are sometimes the only grocery option for those who do not drive. Ensuring that zoning address where full-service or smaller grocery stores are located can increase access to healthy food. Land use and/or zoning policies influence healthy food options through a variety of avenues, such as

---

**Form-Based Zoning policies** focus on the look of a community and the relationship between the public realm, pedestrian areas, access to active transportation, and building guidelines that emphasize the pedestrian experience.  

---

Figure 4. Neglected, deteriorated spaces are uninviting to residents.
conditional use or discretionary permits, “formula retail” restrictions, or zoning ordinances that list full-service grocery stores as an allowable activity in a neighborhood or commercial district. Developers can also incorporate on-site or community garden space into proposed projects to provide an opportunity for residents to supplement grocery purchases.

Crime and public safety can also be addressed by land use and zoning policies and design guidelines, such as: promotes a sense of ownership by residents and building occupants; shared open space, which increases public visibility; abundant street-facing windows and lighting; reduced building setbacks and low or open fences; slower traffic speeds (related to street width); and good coordination with emergency services. Mixed-use neighborhoods, or those with a traditional neighborhood design, have more “eyes on the street” day and night due to close proximities of housing, goods and services. Studies have shown that this presence reduces crime in a community.

When infrastructure such as water, sewer, utilities, parks, transit facilities, complete streets and trails need to be expanded, development and maintenance costs to governments, taxing citizens, and developers increase. In fact, working landscapes actually generate more in public revenues than they receive back in public services. Developments that are outside urban service boundaries may also displace agricultural or forested lands. Well-planned, higher-density developments can achieve local economic development goals, provide a variety of housing options, create walkable neighborhoods, reduce traffic congestion, reduce construction costs related to necessary materials and the extension of infrastructure, and protect the quality of air, water, and open space. Low-density projects within or near service boundaries create a long-term challenge that is difficult to understand from a short-term perspective of preserving status quo: future developments will then have no choice but to expand beyond those boundaries to meet housing and commercial development needs.

One local challenge with infrastructure development is that most development projects are not large enough to remedy or upgrade large-scale infrastructure systems. Collectively, however, multiple development projects could fund larger scale improvements in a given area or district if each project was able to pay a ‘development impact fee’ toward previously planned and agreed-upon infrastructure needs – this way, both the community and developer can be clear about needs and expectations and have a system in place to address infrastructure needs.
SAFE & SUSTAINABLE TRANSPORTATION (ST)

Healthy transportation is inviting, safe, easy, and gets you where you need to go.

A community’s transportation infrastructure should support, not impede the health, equity, safety, prosperity and livability of a neighborhood. In the last half century, the pressures of rapid growth in combination with a prevalent “car culture” have led to the creation of largely auto-dependent communities. As a result, residents are discouraged from walking, cycling and using public transit either because there is a lack of accompanying transportation facilities or a lack of places to go within a reasonable distance. Dedicated space for the storage of cars when they are not being used, like parking and garages, has influenced our land use and housing needs decisions as well. Inefficient parking policies and practices (such as having parallel street parking, which takes up more space than angled parking spaces, therefore requiring more surface area to meet the development needs) are expensive, contribute to undesirable land use attributes, can impact the volume of stormwater runoff from parking lots, increase traffic congestion and dispersed destinations. Meeting parking demand with innovative strategies helps to create communities with a distribution of facilities that meets the needs of all modes. Increasingly, the value of active transportation which includes walking, cycling and using public transit, is becoming more popular as our country’s population ages, concerns over global warming increase, gas prices rise and people become more conscious of their health and well being.

Communities that are only served well by the private motor vehicle do not meet the needs of those who are unable or choose not to drive. Children, elderly, economically disadvantaged, mobility impaired, non-English speaking, and rural people tend to suffer a relatively high level of “transportation disadvantage” when they cannot easily access employment, shopping, health services, recreation, and cultural activities. When carless travelers must leave their homes, they are often faced with barriers and other hazards because the street environment has not been created to accommodate them well. Some common barriers that create safety concerns include non-contiguous or blocked sidewalks in urban areas or lack of pedestrian facilities in rural areas, dangerous street and highway crossings, uneven or unpaved paths, and inadequate, disconnected bicycle facilities. Introducing intrigue and uncertainty into the streetscape encourages motorists to slow down by engaging them with the outside environment. Drivers presented with sterile environments void of landscaping, interesting signage, people or other visual features tend to increase their speeds as they focus more on their end destination rather than the world outside of their cars. Even small gaps in an interconnected network of pedestrian, bicycle and transit facilities can be impenetrable barriers to travel and access.

There is an increasing awareness of the links between how we plan our transportation infrastructure and where we put employment opportunities, shopping destinations, schools, medical services, stores and so forth. These land use decisions generate the trips we take.

Consider how our transportation system could serve rural residents best; in particular those who are unable to or choose not to drive.

Figure 6. This highway bridge in eastern Humboldt County has little shoulder room for non-motorized modes of transportation.
and often the transportation mode we choose to use, depending on the available routes (see the Land Use section of this checklist for more information). Though the streetscape environment looks very different in a rural area as compared to an urban one, access to **goods and services** still needs to be provided for those travelers unable to use personal vehicles, such as youth, the elderly, disabled or the economically disadvantaged. Some people make the choice to live in rural areas but can still afford to have private transportation. Others have no choice and are in need of public transportation. Increasingly, rural regions are seeking creative solutions for addressing this expensive proposition.

The more we integrate “**complete streets**” with good land use decisions, the more opportunities we can provide for people to choose **active transportation** modes. Studies continue to show that places with a good mixture of housing and jobs in close proximity rank high on surveys of places where people would like to live and do business or already enjoy a high quality of life. Studies also show that pedestrian- and bicycle-friendly environments are consistently good for business.

**Feeling safe is fundamental** to our well-being as humans. When we don’t feel safe, either because of realities, expectations, or perceptions regarding traffic, dogs, or crime, people are less likely to want to live, work or be outdoors in the vicinity of a troubled area. **Social cohesion** and **physical activity** are important components of what people consider a good ‘quality of life’. Quality neighborhood public spaces facilitate social connections. Parks and small grocery stores within walking distances of homes will allow neighbors to meet by chance more frequently. Daily interactions with neighbors, even when unplanned, actually cause people to report a greater happiness with their lives and reduced stress, which translate to greater personal health and the prevention of chronic disease.

Similarly, the provision of a nearby community meeting space allows for the development of **social capital** because neighbors have the ability to gather for Neighborhood Watch meetings, Fourth of July picnics, or to assemble and organize after an emergency, among other things. Presence of people around the clock occurs in a mixed-use neighborhood and facilitates “eyes on the street,” which deters crime. Research also shows that walkable, mixed-use neighborhoods are better generators of **social cohesion** than car-dependent suburbs because neighbors are more likely to know each other, participate politically, trust others, and to be involved socially.
Although local governments are required to plan for emergencies and natural disasters, such as the Humboldt County Hazard Mitigation Plan, many people in communities are unaware of the risks specific to their neighborhoods. Becoming aware of those hazards and taking steps to prepare individual and collective households for an emergency is something neighbors can do together – such as inviting the Red Cross or another organization to present on disaster preparedness - to create safer communities. This is one place where community interaction and meeting spaces can play a vital role. In fact, neighborhoods with better developed social networks rebounded more quickly after Hurricane Katrina in 2005.

An important component of safe community planning is designing residential streets that promote reduced vehicular speeds. However, allowing for emergency vehicle access is also an important component of safe community design. In most areas, designing streets that facilitate quick access for emergency vehicles (such as wider streets or a lack of traffic calming components such as speed tables) translates to increased speeds of personal vehicles as well as. Recently, communities have been seeking solutions to this common challenge, and are finding ways to both facilitate emergency access and keep speeds down.

**Environmental Stewardship (ES)**

*Human health and environmental health are interconnected.*

**How does Humboldt County see nature?** Residents in the outlying areas of the county may see the natural environment as forested areas filled with creeks, streams, and rivers. Residents of West Eureka might view their natural environments as 20-30 Park, Palco Marsh, and street trees.

The quality of the natural environment is important to Humboldt County residents. When asked to provide comments during local planning processes, such as the public scoping process from the Humboldt County General Plan Update, people consistently reaffirm their desire to conserve working landscapes, including timber and agricultural lands, and retain the overall rural character of the county.

**Ecosystem services** including flood management, pollination, soil formation and retention, and the purification of air and water are important functions for the preservation of biological diversity, are maintained through good environmental stewardship, and are considered very important to the community. Minimizing the human impacts to these ecosystem services, through appropriate land use choices such as maximizing development in urban service areas, preserves these services for future generations. Reducing human impacts such as erosion and pollution often translate to more productive resources like timber and fisheries. Increasing awareness of human impacts on environmental systems has resulted in greater political focus on reducing individual and collective footprints, in particular as concerns regarding climate change continue to surface.

Residents and visitors of Humboldt County who have automotive means of transportation have access to unparalleled natural beauty for recreational purposes. For those unable or unwilling to drive, access to public lands can be limited and challenging. Because proximity to public lands, parks and open spaces lead to better health, every member of a community should have the right to explore and interact with the outside world. Providing the opportunity for daily access to nature by including safe playgrounds, hiking trails,
or by making nature accessible to a community promotes a good quality of life for those of all means who live and work here. One creative way to integrate nature into an existing community is through the use of bio-swales, or vegetated stormwater catch-basins (Figures 9 and 10), that serve the dual purposes of retaining and treating stormwater and providing an aesthetic natural feature. While human access to nature is important, it is equally important that access is planned and managed to prevent harm to existing resources.

**Exposure to unhealthy air** can aggravate or cause a variety of health problems. Auto emissions contribute to unhealthy air throughout the state, and the frequency and intensity of wildfires is also becoming an increasing health concern.4

Access to **clean water** is vital for health: sediment impairment, coliform bacteria, and impervious surfaces are the major threats to clean water in Humboldt County.7 The treatment of contaminated water for human consumption demands a considerable expenditure of energy and financial resources. These issues can be addressed by increasing the use of municipal water and wastewater systems (rather than wells and septic systems), reducing the amount of impervious surfaces, promoting chemical-free agricultural and timber production, and by implementing water conservation measures.5 While upgrading and maintaining planned developments/redevelopments may increase user service fees, the health benefits far outweigh the infrastructure costs.

Retaining lands for timber and food production in Humboldt County by concentrating development in areas served by existing services (water, sewer, electricity, transportation, and so forth) will maintain the county’s **rural character** and contribute to the health of residents. Retention of agricultural and timber lands provides jobs, reduces fossil fuels from transporting food and lumber, and protects watersheds from the increased number of roads that come with residential development and that degrade streams. Non-native, invasive plant species represent a threat to the natural environment of Humboldt County by their association with economic losses and the decline of native species and habitat.6 Following best management practices during restoration, landscaping, fertilizing, weed control, and other vegetation treatments (thinning, brushing, pruning) helps native plant genetic diversity to flourish.6

**HOUSING & NEIGHBORHOOD DESIGN (H)**

_Healthy housing is fundamental to healthy families and communities._

According to the Humboldt County General Plan Update Health Impact Assessment1, housing encompasses shelter, the home, and an entire neighborhood – and affects health in diverse ways, both positively and negatively. Healthy housing is affordable, physically safe, stable, and located in a setting that provides access to jobs, **goods and services**, transportation and nature, and supports meaningful social participation. Changes in housing stock, housing affordability, and residential density can either facilitate or hinder the achievement of adequate housing needs in a community. **Zoning** policies can affect what type of housing is in a neighborhood, including parcel size and home costs. Some zoning regulations do now allow for small parcel sizes that may be more suited (and more affordable) for the student, single parent, senior, and special needs populations, most of which are growing. (See the Land Use section for more information regarding zoning.) When housing is scarce, people with the least financial resources are often deprived of adequate and/or affordable housing.1 Housing location can affect its affordability by encumbering or relieving transportation costs for residents, depending on proximity to jobs, shopping, or recreation.
Besides housing affordability, the physical infrastructure of a housing unit or complex contributes substantially to a healthy community. How a neighborhood or development is designed will directly affect how people within it interact and to what degree they have social cohesion. Homes offering universal design increase the diversity of age groups, abilities and incomes in neighborhoods and encourages populations to age in place, thus contributing investment in a community and economy over the long-term. Housing for populations that tend to experience transportation disadvantage (lack of access via automobile travel; e.g. seniors, disabled and low-income populations) should be located in areas where access to goods and services by non-automobile means is safe and inviting – otherwise untenable transportation costs and impacts may be associated with such developments.

Housing developments and neighborhoods can provide a safe play space for children by incorporating neighborhood playgrounds and/or open spaces, encouraging physical activity. Other gathering spaces include “outdoor living rooms,” which are safe public spaces designed to promote community connections in a neighborhood. They incorporate “furniture” such as benches, planters, shade, and even “concrete rugs” (differently colored and/or patterned areas of sidewalks indicating a space for social interaction or personal relaxation). These elements of neighborhood or housing design can be incorporated in playgrounds, at public transit stops, or on sidewalks. See the Safety and Social cohesion section for more information on social connections and the built environment.

As segments of the population grow who desire small dwellings (and parcels) that are in close proximity to goods and services, it is important that communities update old policies that do not reflect these realities and ensure that decision makers are kept abreast of current housing laws.²

Housing units can also be designed to facilitate working from home – such as including office space or rooms to receive clients. Including adaptations for home-based business activity can encourage a greater variety of economic activity in an area, including non-profits, information technology businesses, light industry, artists, and others who contribute to the local economy.
How to Use This Checklist
This ‘checklist’ is designed to help residents of Humboldt County assess how a proposed development or the existing 'built environment' of a neighborhood can positively or negatively affect public health. When deciding where to live or how to give input to a proposed residential or commercial project, some of the most important health-related decisions we make on a daily basis are not commonly considered; in particular, the feasibility of physically active modes of transportation and access to healthy foods.

Does the built environment you’re interested in assist or inhibit people from being physically active – how safe is it to walk, bike, or access public transportation? How accessible is shopping, schools, medical services and childcare? Is/can there be a sense of community and neighborly interaction? Does the neighborhood attract people from many incomes, professions, and age? Are/might nearby creeks or the bay be negatively affected by stormwater runoff? Use the checklist to explore the answers to these and other questions.

Each checklist section includes a narrative explaining the connection to health and a series of ‘healthy built environment objectives’ on the following list of issues (abbreviations correspond to the “healthy built environment objectives”):

1. Land Use (LU)
2. Safe & Sustainable Transportation (ST)
3. Safety & Social cohesion (SC)
4. Environmental Stewardship (ES)
5. Housing & Neighborhood Design (H)

Checklist objectives are not designed as simply ‘yes’ or ‘no’ questions but instead to prompt consideration of whether or not healthy choices are or have been made regarding community design. Has each objective been addressed at a level acceptable to the community, or is some sort of action necessary to reduce negative health impacts? Consider ranking the objectives in each (relevant) section to fit neighborhood priorities. Tally outcomes to identify the relative health of the given neighborhood. Identify key opportunities for needed actions to improve healthy living. The “Citizen Action” section is provided to encourage utilization of checklist outcomes for productive participation in efforts to shape the design of a neighborhood or community.

This checklist is not a regulatory or policy document and does not provide detailed ‘healthy design’ guidance. It is an overview of the types of issues that can and should be addressed through land use planning and community infrastructure development or redevelopment. Though ‘green building’ efforts are another way to facilitate healthy living environments, this checklist does not address those needs or resources. For more information about green building, refer to the Leadership in Energy and Environmental Design (LEED) Neighborhood Development checklist created by the United States Green Building Council.

Need for A Checklist
Hum PAL recognized the need for a ‘Healthy Development Checklist’ after convening and attending a number of workshops with developers, architects, community and transportation planners, advocates, and public health officials who all noted the lack of a comprehensive resource explaining how the built environment can improve or impact a population’s health. Hum PAL determined that
existing ‘checklist’ resources are either too urban and/or too general to provide the desired guidance, however some of these resources may be useful in various contexts, including:


There are many opportunities to suggest improvements to proposed developments existing neighborhoods or transportation systems include ‘general plan’ and transportation plan updates, local jurisdiction proposals for redevelopment or transportation/safety project funds, or neighborhood association improvement plans. See the Citizen Action section of this checklist for more suggestions. al: early on in the conceptual planning phase, when input is sought on draft plans, and during the California Environmental Quality Act review of project alternatives. Refer to the Citizen Action Guide section for other suggestions about how to use checklist outcomes.
### Healthy Built Environment Objectives

<table>
<thead>
<tr>
<th>Land Use (LU)</th>
<th></th>
<th>Rank Importance (1 – 5)</th>
<th>Acceptable</th>
<th>Needs Action</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Objective</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LU.1</strong></td>
<td>Development or neighborhood provides comfortable, and safe multi-modal street environments in order to promote active transportation. Healthy levels of physical activity are made more attainable for large numbers of people during their daily routine. See ST.1: The streetscape environment facilitates safe access for all users.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LU.2</strong></td>
<td>There is connectivity within and between neighborhoods and to the greater community to existing bicycle, pedestrian and public transit networks.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LU.3</strong></td>
<td>Small neighborhood stores or convenience marts provide healthy food options similar to those found in a full-service grocery store, including a variety of fresh produce, dairy, and meat products.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LU.4</strong></td>
<td>Land use and zoning policies encourage existing neighborhood redevelopment or proposed new developments to have a mixture of uses where goods and services are accessible by active transportation. Most residents have safe and easy access to goods and services within walking distance (1/2 mile with the majority within 1/4 mile) to 40% of the services and products they need on daily or weekly basis.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LU.5</strong></td>
<td>The neighborhood maintains the rural character of Humboldt County by being planned within existing service areas. New developments do not encroach upon agricultural and timber production lands.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Total Checks | | | | |

### Safe & Sustainable Transportation (ST)

<table>
<thead>
<tr>
<th>Objective</th>
<th></th>
<th>Rank Importance (1 – 5)</th>
<th>Acceptable</th>
<th>Needs Action</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ST.1</strong></td>
<td>The streetscape environment facilitates safe access for all users. The pedestrian (walkers, wheelchair and scooter users and skateboarders), cycling, motorist, and transit environments are inviting to use and function as an interconnected system.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ST.2</strong></td>
<td>The streetscape feels like an environment where all users have equal access to travel safely and is inviting as to facilitate social interactions. (See the Housing and Safety and Social cohesion sections for more information on thee topics.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ST.3</strong></td>
<td>Land use patterns allow for a mixture of uses that provide access to basic goods and services by walking, riding a bicycle or using public transit. (Rural areas may have goods and services co-located so that a person can either make one car or bus trip to town and accomplish all of their shopping and other business by foot.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ST.4</strong></td>
<td>There is connectivity within neighborhoods to existing bicycle, pedestrian and public transit networks and access to goods and services. Everyone should be able to walk or ride safely from his or her front door to his or her neighbor's house. Most people are able to walk or ride safely from their front door to a place where they can access goods and services either directly or by public transit.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ST.5</strong></td>
<td>Parking Management Strategies are employed to ensure that parking supply and demand are balanced.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Total Checks | | | | |

Humboldt County Healthy Development Checklist 14 of 24 Humboldt Partnership for Active Living, July 2008
### Healthy Built Environment Objectives (Con’t)

#### Safety & Social Cohesion (SC)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
<th>Rank Importance</th>
<th>Acceptable</th>
<th>Needs Action</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SC.1</strong></td>
<td>Community meeting places, such as community centers, neighborhood churches, municipal auditoriums, and so forth, are accessible to all members of a community by active transportation. This includes disabled persons, those with financial restrictions and other transportation disadvantaged populations.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SC.2</strong></td>
<td>People feel safe in their neighborhood and walking, riding a bicycle or using public transit. See the Safe and Sustainable Transportation Section for more on transportation safety.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SC.3</strong></td>
<td>People know what to do during natural disasters to provide for individual and neighborhood safety and well-being. Neighbors are familiar with those who would need support.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SC.4</strong></td>
<td>Access to critical <strong>goods and services</strong> and evacuation strategies have been implemented in the community.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SC.5</strong></td>
<td>There are quality public spaces with good lighting and visibility that promote social connections, deter crime, and improve the mental and physical health of the residents.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SC.6</strong></td>
<td>Emergency access is provided in a way that does not increase vehicle speeds and context-appropriate aesthetics.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Checks</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Environmental Stewardship (ES)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
<th>Rank Importance</th>
<th>Acceptable</th>
<th>Needs Action</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ES.1</strong></td>
<td>Habitat is preserved or rehabilitated to maintain environmental services.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.2</strong></td>
<td>Clean surface and groundwater access is available for all.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.3</strong></td>
<td>Low impact stormwater drainage systems with bio-filtering and runoff reduction features are in place.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.4</strong></td>
<td>Wastewater is collected and treated in a system that is regularly inspected and maintained.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.5</strong></td>
<td>Reduce local contributions to climate change by decreasing consumption of energy and natural resources.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.6</strong></td>
<td>When near a potential development or existing neighborhood, working landscapes and resource productive lands, like agriculture and timberlands, are not displaced or fragmented by the influence of nearby neighborhoods.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.7</strong></td>
<td>All people have easy access to opportunities for interaction with the natural environment.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.8</strong></td>
<td>Negative air quality impacts are reduced by the use of clean burning woodstoves, reduced vehicle miles traveled, dust control on unpaved roads and good fuel management practices in timberlands.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ES.9</strong></td>
<td>Energy conservation techniques are widely practiced, green building standards are implemented, housing is located within urban service boundaries. See the Housing and Land Use sections for more information.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Checks</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Healthy Built Environment Objectives (Con’t)

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ES.10</strong></td>
<td>Small and multi-unit housing is incentivized and non-automobile transportation modes are easy to use. See the Safe and Sustainable Transportation section for more on non-motorized transportation.</td>
</tr>
<tr>
<td><strong>ES.11</strong></td>
<td>Soil resources are protected by limiting activities like paving with impermeable surfaces and reducing road mileage and densities. Proper storm and waste water systems, healthy agricultural and timber harvest practices, and retention of mulch and other vegetative layers are promoted.</td>
</tr>
<tr>
<td><strong>ES.12</strong></td>
<td>Trees and vegetation are preserved to function as windbreaks, carbon sinks, nutrient providers, wildlife habitat and travel corridors, flood and other natural disaster buffers, temperature moderators, stormwater treatments, seed sources, light and sound buffers, and as an aesthetic bonus.</td>
</tr>
<tr>
<td><strong>ES.13</strong></td>
<td>Native plants are used for landscaping to minimize maintenance, the use of pesticides and herbicides, and to support wildlife.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Objective</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>H.1</strong></td>
<td>Universal design is incorporated into new development and redevelopment. At minimum, Americans with Disabilities Act (ADA) accessible units are included.</td>
</tr>
<tr>
<td><strong>H.2</strong></td>
<td>New development occurs within an urban services boundary and maximizes density. (See the Environmental Stewardship and Land Use Checklists for more information on the effects of development outside of service boundaries.)</td>
</tr>
<tr>
<td><strong>H.3</strong></td>
<td>Housing development facilitates interaction of neighbors in comfortable and safe public spaces. (See the Safety and Social cohesion Checklist for more information.)</td>
</tr>
<tr>
<td><strong>H.4</strong></td>
<td>Neighborhood provides access to open spaces, safe play areas for children and other appealing public spaces.</td>
</tr>
<tr>
<td><strong>H.5</strong></td>
<td>Neighborhood includes affordable housing opportunities that are integrated into the community rather than clustered in isolated areas.</td>
</tr>
<tr>
<td><strong>H.6</strong></td>
<td>The development or neighborhood provides access to goods and services and promotes public health by making healthy levels of physical activity attainable for large numbers of people during their daily routine. (See the Land Use checklist for more information.)</td>
</tr>
<tr>
<td><strong>H.7</strong></td>
<td>There is connectivity within neighborhoods to existing bicycle, pedestrian and public transit networks. (See the Transportation Checklist for more on connectivity.)</td>
</tr>
<tr>
<td><strong>H.8</strong></td>
<td>Zoning policies allow housing to provide economic opportunities [Example: Units are adaptable so that they can be used for live/work and are ADA accessible.]</td>
</tr>
</tbody>
</table>
Using the Healthy Development Checklist & Tools for Citizen Action Success

This ‘checklist’ was created as a tool to encourage community members to work together toward a vision for built environments that benefit public health and well-being. Here are a few ideas about on how to use this checklist as an organizing tool and recommendations to consider other sources of information. Also included in this Action Plan is a set of references that provide specific information for developing the skills and techniques necessary to carry out the activities that will bring your campaign to a successful conclusion.

1. Call a meeting with people who would be interested in health and safety issues in your neighborhood, such as local businesses, school officials, and, of course, your neighbors. In a group, discuss the checklist and then rank them according to the group’s priorities. The greater the diversity of viewpoints and opinions used to form these priorities, the clearer and stronger this sense of neighborhood vision will be.

2. Use the checklist to consider how well each objective is addressed in the proposed or existing built environment.

3. For those priority objectives that are considered to ‘need action’, document what the group considers to be the problem/s that need to be addressed document through surveys, statistics, literature review, polling, or some other method.

4. Use the information gathered in step #3 to seek input about appropriate solutions.

5. Work together toward implementation of proposed solutions – information and ideas about potential techniques follow.

Example: Data Collection in Garberville
A group advocating for development of a Town Square in a central Garberville lot heard repeated arguments that the space was more valuable for parking. They conducted several surveys to count available parking spaces within several blocks and found that there was consistently an adequate number of available spaces nearby.

With this information and depending on the stage of decision-making, existing opportunities for suggesting policy updates, or potential for adjustments to the existing built environment, there are many different possibilities for next steps. A citizen action outline for how to ‘organize for success,’ derived in part from General Plans & Zoning: A Toolkit on Land Use & Health, includes:

1. Identifying and communicating with interested parties such as elected officials, related jurisdiction staff and community groups. Find out their related perspectives, needs, barriers and resources. For instance, establishing a positive, supportive relationship with planning or public works department staff can significantly affect success or failure of intended outcomes.

2. Tools for using checklist information, such as:
   - Drafting and advocating for a resolution, general plan or transportation plan policy language
   - Leading regular neighborhood walks with a variety of interested parties to build consensus about solutions
   - Talking to and learning more from community members by going door to door
   - Collecting data to enhance clarity about the reality of a given situation or needs
• Leading a ‘walkability audit’ and sharing constructive results with decision-makers. For an example of a walkability audit, please visit www.humpal.org.
• Presenting research that supports why healthful changes to new developments or existing neighborhoods is possible and important to decision-making bodies and/or other community groups
• Polling the community about priorities and opinions
• Organizing positive, creative events to address simple problems – for example, the local group Green Wheels’ efforts to clear overgrown sidewalks by holding ‘bushwhacking’ events
• Publicize efforts

3. Successfully communicating with elected and appointed officials means being organized, professional, clear, using multiple modes of communication, being polite, brief, on point and within the context of the discussion at hand. It is helpful to create “talking points” when working in a group; that way, everyone comes to consensus on how to present an issue or address officials’ concerns.

4. Persistence is key to addressing long-term built environment issues. Decision-making and community development processes usually take a very long time, so if citizens plan from the outset to hang with the process for the long-term, success is more likely.

A number of resources address citizen action tips and techniques, including:

• Streets for People (Transportation Alternatives, http://www.transalt.org/resources/streets4people)
• Access Now! (Transportation & Land Use Coalition, 2004: www.transcoalition.org/reports.html#justice)
**Glossary**

**Active transportation**
Any method of travel that is either public transit or that utilizes human power, such as walking, bicycling, and other forms of non-motorized transportation. Using such modes of transportation, especially when they are integrated with daily routines, can help people improve fitness levels and enhance the quality of life in communities. Active modes of transportation are encouraged by an inviting and safe physical environment.

**Built environment**
Planned and designed based on land use policy. It encompasses buildings (housing, schools, stores, workplaces); industrial, commercial and residential districts; public resources (parks, museums); and transportation systems.

**Cycling Routes**
There are several different types of cycling routes designated by the State of California in the Streets and Highway Code Section 890.4. Different routes have different indicators of right-of-way restrictions and uses.

- **Class I Route**: Bike path. A separate right-of-way for bicycles and/or other non-motorized users; commonly a paved surface eight feet or wider.
- **Class II Route**: Bike lane. A restricted right-of-way for bicycles (usually 1.5 meters wide) along the side of the street. A thick white line separates the auto and bicycle lanes. Motor vehicles use these lanes to make turns.
- **Class III Routes**: Bike route. A travel lane shared by bicycle and motor vehicles designated only by signs and commonly by a wide shoulder. This type of facility mainly informs motorists of preferred cycling routes.

**Conditional Use Permit (CUP)**
Pursuant to the zoning ordinance, a conditional use is a discretionary permit that may authorize uses not routinely allowed on a particular site, CUP’s require a public hearing and, if approval is granted, are usually subject to the fulfillment of certain conditions by the developer. Approval of a CUP is not a change in zoning. (See Discretionary Review below.)

**Cost of Community Services (COCS)**
American Farmland Trust’s (AFT) COCS studies provide a snapshot in time of current revenues and expenditures on a land use basis. COCS studies analyze the demands on public services (e.g., schools, fire protection and road maintenance) and show how much it costs to provide public services to each land use in a community (e.g., residential, commercial and farmland). The study allows planners, decision makers and the public to see the fiscal effects of current development patterns. Unlike typical fiscal impact studies, COCS studies evaluate working land on equal ground with development. AFT conducts COCS studies at various governmental levels.

**Discretionary Review**
A special power of a planning commission, outside the normal building permit application approval process, through which the commission can modify or disallow a proposed, zoning-compliant project when exceptional and extraordinary circumstances associated with a proposed project exist. These exceptional and extraordinary circumstances often involve conflicts with a jurisdiction’s general plan or other policies. For example, if zoning permits a four-story building on a parcel but every building in the neighborhood is two stories tall, the planning commission may exercise its power and deny a permit for a larger building because of general plan language requiring that new buildings reflect the existing character of a neighborhood.

**Ecosystem services**
The fundamental life-support resources, processes, and services provided by natural ecosystems, without which human civilization would cease to thrive. These services can be subdivided into five categories: provisioning such as the production of breathable air, drinkable water, cultivated and...
wild sources of food, fiber, fodder, and timber; regulating, such as the control of climate, detoxification of wastes, and regulation of disease; supporting, such as nutrient cycles, regeneration of soil fertility, and crop pollination; cultural, such as spiritual and recreational benefits; and preserving, which includes guarding against uncertainty through the maintenance of diversity.

**Goods and Services**
Goods and services can also be considered “trip generators” - those things that we need, and generally have to pay for, on a daily, weekly, or monthly basis. These include full service grocery stores, pharmacies, hardware stores, bank or other financial institutions, medical and health care services, human and social services (government and non-governmental service programs), civic services (post offices, libraries, courthouses, DMV, etc), child care and schools, transit hubs, and employment opportunities. Industrial parks, art and cultural facilities, accessible community meeting spaces, and commercial districts (including such things as restaurants, cafes, boutiques or gift shops) may also be considered goods and services. While access to parks, open spaces, and other opportunities for recreation are not often considered “services” or “goods,” equitable access to them is important. These opportunities should also be located within walking distance. These can be clustered in a development or neighborhood to allow for an easy flow of non-motorized transportation access. Even in rural or semi-rural areas, some “goods and services” can be co-located within a person’s community so that visitors and residents just have to park once and access these amenities by foot or bike.

**Impact**
The effect of any direct human action or the indirect repercussions of human actions on existing physical, social, or economic conditions.

**Neighborhood**
A fairly small area that has some distinct identity to its inhabitants and observers. Though neighborhoods are not legal designations, they are among the most commonly recognized and understood units of land use.

**Neighborhoods, Complete**
*Complete neighborhoods* are those that provide each person the opportunity to live, work, and play right where they live. They support a variety of “uses,” meaning that housing, workplaces, and shops and services are all within a reasonable distance – a ten-minute walk, or ¼ to ½ of a mile, of the neighborhood. They provide opportunities for recreation (parks, trails, open spaces or bodies of water) and physical activity by having connected sidewalks, safe open spaces and parks for all ages, bike lanes, and alley garages. They treat the street as more than just a conduit for cars – instead, they are shared places where neighbors interact, kids and adults ride bikes, and people drive slowly (see also Streets, Complete). Public transportation, bicycling, and walking are all encouraged by connecting bus routes and providing sidewalks and bike lanes. *Complete neighborhoods* are designed to accommodate a variety of ages, abilities, and financial resources – so you can age in a place you were once young in, and safe housing is available to people of all income levels.

**Open Space**
A parcel of land in a predominantly open and undeveloped condition that is suitable for any of the following: natural areas; wildlife and native plant habitat; important wetlands or watershed lands; stream corridors; passive, low-impact activities; performing ecosystem services (see definition above); little or no land disturbance; and/or trails for non-motorized activities.

**Physical Activity**
The American Heart Association and the American College of Sports Medicine recommend adults get in thirty minutes of “moderate” physical activity each day. Performing “moderate” exercise is when a conversation can be carried on comfortably during the activity. Moderate exercise can be achieved in segments of ten minutes to fifteen minutes each.

**Rural/Urban/Suburban**
A way to think of “urban,” “suburban,” or “rural” is to envision a transect along which different types of communities exist, somewhat like the transects used by ecologists to describe changes in natural communities. The transect begins in areas with little or no development, labeled “Rural.”
Traveling along the transect, as homes become more common and commercial businesses begin, a label “Suburban” is attached. The transect then continues into more densely populated “Urban” areas with a diversity of housing types and commercial and industrial uses. The following definitions have been created knowing that each community has its own complex character and will reflect these concepts a little differently, but have been found to adequately represent the communities of Humboldt County.

- **Rural**
  Rural areas in Humboldt County are characterized by paved or unpaved two lane highways. Bike and pedestrian access is shared use roadway. Low density housing not served by existing water, sewer or garbage services. Power and communications services may or may not be available. **Open spaces** are working landscapes, public lands or large privately held lands.

- **Suburban**
  Suburban areas in Humboldt County are characterized by low density residential, “curvilinear streets” (a web of intersecting streets that do not intersect at right angles but follow the curve of the land), single use neighborhoods, lack of access to **goods and services**. Some suburban areas have sidewalks but others do not. Bike access is shared use roadway. **Open spaces** are parks and playgrounds with glimpses of working landscapes or **open space**. New development would require the conversion of existing **open space** or working landscapes but would provide connections to existing water, sewer, power, telecommunications and garbage removal services.

- **Urban**
  The definition of urban used in this checklist includes areas where the residential density is above 1,000 people per square mile. The urban environment in Humboldt County is characterized by the presence of couplets, main streets, streets, rear alleys, and bike lanes or routes. **Open spaces** are generally parks and playgrounds. Housing is single-family homes or multi-story apartment buildings. Other land uses are retail, offices, civic and cultural buildings, churches and schools. Buildings are connected to existing water, sewer, power, telecommunications and garbage removal services. New development could be infill, Brownfield restoration, or redevelopment.

**Rural character**
A landscape in which the features of the natural environment and agriculture predominate.

**Social capital**
The social **networks and interactions** that inspire trust and reciprocity among citizens.

**Social Cohesion**
“Social cohesion” is the glue that binds a community together. It’s an ongoing process that creates sense of connection, trust, and security between all members of a community.

**Streets, Complete**
One of the key components of Complete neighborhoods, Complete streets are designed and operated to enable safe access for all modes of transportation and users. Bicyclists, pedestrians, motorists, and bus riders of all ages and abilities are able to safely move along and cross the street. Laws and ordinances can be passed by local and statewide governments regarding complete streets. From “Complete the Streets”: Since each complete street is unique, it is impossible to give a single description. But ingredients that may be found on a complete street include: sidewalks, bike lanes, plenty of crosswalks, wide shoulders, medians, bus pullouts, special bus lanes, raised crosswalks, audible pedestrian signals, sidewalk bulb-outs, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road. See www.completestreets.org for more information.
**Traditional Neighborhood Design (TND)**
Pedestrian-oriented developments that typically include neighborhood centers and parks, and a mix of uses. Building a traditional walkable neighborhood under most standard zoning codes typically requires an excessive number of zoning variances. Communities may institute a Traditional Neighborhood Design ordinance to foster the development of comprehensively planned, pedestrian-oriented neighborhoods. A TND ordinance might call for neighborhood centers to include commercial and retail establishments, restaurants and offices, residences, and a neighborhood square.

**Universal design**
While the American Disabilities Act, “barrier free design,” and assistive technology all provide levels of accessibility for those with disabilities, they often result in separate and stigmatizing solutions – different entrances into buildings, for example – while **universal design** strives to be a broader solution to accessibility issues that helps everyone of all ages and abilities.

**Urban service boundary (USB)**
USBs are the areas within which exists infrastructure for water, sewage, gas, roads, etc. Developing beyond areas with existing services requires extending that infrastructure, while developing within areas of existing services cuts that cost out of development budgets. Also, building within USBs often reduces the amount of agricultural or rural land impacted by development, thus maintaining the existing **rural character** of those areas.

**Walkability**
The measure of the overall walking conditions in an area. It is the extent to which the **built environment** is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area.

**Zoning**
The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of a general plan.

**Zoning Districts**
Zoning Districts divide a community into distinct areas with unique land uses and buildings, Zoning Districts generally address two questions: the physical structure of the building, including the height, size, and sometimes the design; and what activities may take place on that land and in that building. They are a more refined representation of the land use maps of a General Plan.

**FIGURE CREDITS LIST**
Figures 1-2: Michael Smith, PhD.
Figures 5-7: Natural Resources Services Division of Redwood Community Action Agency.
Figure 9: Northcoast Stormwater Coalition
Figure 10: Courtesy of: http://www.tualatinriverkeepers.org/lid_website/swales.html.
Figure 11: Courtesy of: http://www.stainlesssteelpipework.com/prod03.htm.
Figure 12: Courtesy of: http://www.designerbuildermagazine.com/designerbuilder_sidewalk.html
Reference List

Introduction References

3. For more information on Humboldt County existing and projected rates of development, growth, and resource availability, please see the Humboldt County General Plan Update Background Reports, available at: http://co.humboldt.ca.us/planning/gp/meetings/download.asp#BKGRND.

Land Use References

1. For more information on these topics, please see:
2. For more information regarding how Land use and zoning policies affect healthy food retailing, please see:
7. For more information on Form-Based Zoning policies, please visit http://www.formbasedcodes.org/definition.html.

Safe & Sustainable Transportation References

1. Michigan State Housing Development Authority. “Affordable Housing Policy and Land Use.”
4. For more information, please see:
   a. For more information regarding sidewalk design and construction, please see the Federal Highway Administration’s “Accessible Sidewalks and Street Crossings – an Informational Guide.
Safety & Social Cohesion References

1. Please see:

2. For more information on this topic, see:

3. California Planning Roundtable and the California Department of Housing and Community Design. “Myths and Facts about Affordable and High Density Housing.”


6. For more information see:

Environmental Stewardship References

1. Humboldt County General Plan Update Survey. Available at: http://co.humboldt.ca.us/planning/gp/survey/results.htm

2. Humboldt County General Plan Health Impact Assessment: Environmental Indicators. Available at: http://www.nrsrcaa.org/humpal/resources.htm

3. Humboldt County General Plan Health Impact Assessment: Environmental Indicators. Available at: http://www.nrsrcaa.org/humpal/resources.htm


Housing & Neighborhood Design References
