

# 10 Health and Wellness Element

## Introduction

*Vision El Monte*... a community where residents live longer, healthier lives; a city where superior air quality supports respiratory health; a place with a safe and effective transportation system with diverse travel choices; a city that promotes physical activity with a complete network of parks, trails, and open spaces, as well as extensive walking and cycling routes; an environment that provides convenient access to healthy foods; neighborhoods where people feel safe; and a community with affordable and high-quality health care and mental health services.

## CREATING A HEALTHY COMMUNITY

The Health and Wellness Element is about improving the health of El Monte's citizens by creating an environment that promotes physical activity, reduces air pollution, provides transportation choices, makes healthy foods easy to get, maintains public safety, and ensures access to necessary medical services. The goals of this element are to:

- ***Improve the overall health of residents***—fostering education, collaborations, and partnerships that promote positive health outcomes; and investing in the mental and physical health of El Monte residents from seniors to small children.
- ***Enhance land use and community design for health***—promoting physical activity, encouraging pedestrian- and transit-oriented development patterns, reducing concentrations of poverty and overcrowding, and beautifying the City.



- ***Create a healthy transportation system***—reducing transportation-related injuries, expanding walking and bicycle networks, providing children with safe access to schools and parks, and promoting active transportation choices.
- ***Increase the amount of parks, trails, and public facilities***—building new parks, improving existing parks and facilities, and supporting recreation programs that help promote physical activity.
- ***Safe and convenient access to healthy foods***—creating an incentive program to increase healthy food choices, promoting distribution of nutritional information at food outlets, increasing healthy food choices at City vending machines and public events, identifying healthy food outlets and supporting farmers’ markets.
- ***Foster respiratory health and improve air quality***—enhancing land use patterns to reduce driving; minimizing residents’ exposure to air contaminants; promoting transit; and walking, cycling and other active transportation.
- ***Increase access to healthcare and mental health care***—encouraging early preventative care, providing transportation and mobile access to health care, and encouraging co-location of new health facilities with health and mental services.
- ***Involve the public in the decision-making process***—encouraging greater participation from citizens by sponsoring events, festivals, and education programs; communicating with residents regarding planning and transportation issues; and fostering social cohesion.

## PURPOSE OF ELEMENT

One of the City government’s primary roles is to create a safe and healthy community for El Monte residents. The goals and policies in this element promote a healthy environment by addressing public health issues that have major intersections with planning. Altering land use patterns to increase physical activity, improve air quality, and create a healthy transportation system are all ways to ensure a healthier population. Moreover, providing access to healthy foods, ensuring public safety, and providing health and mental health care services can also help grow a healthier, more vibrant community. The Health and Wellness Element offers policies for moving El Monte towards a healthier future.

## EL MONTE SPEAKS

The El Monte community and key stakeholders were deeply involved with the formulation of the Health and Wellness Element. Public input was provided by a Technical Advisory Group and public workshops. The Technical Advisory Group had over 60 members drawn from key El Monte institutions including the school districts; the business community; ministerial; community non-profits; and private, public, non-profit health care providers. City staff from all key departments were also on the committee. The Technical Advisory Group met four times during the course of the development of the Health and Wellness Element to identify key issues, develop policy direction and review the draft Element.

Community members provided additional input at two public workshops. Approximately 150 community members attended the first workshop where they identified key issues facing the community and articulated their vision for a healthy El Monte. The following list summarizes the key issues from the meeting:

- High rates of obesity, diabetes and asthma
- Lack of supermarkets and healthy food stores
- Lack of street lighting
- Unsafe areas of the community
- Lack of programs and activities for youth and seniors
- Lack of park space
- Lack of safe pathways to exercise and walk
- Overcrowding in residential areas
- Too many fast food restaurants
- Lack of sidewalks and bike lanes
- Stray dogs
- Unattractive and blighted areas of the City
- Air pollution, especially near some parks and residential areas
- Too much traffic
- Speeding on City streets, especially in residential areas



These key issues were used by the consultant team to define potential goals and policies, which were included in the Health and Wellness Element. At the second public workshop, the community responded to the proposed policies and identified their top priorities for the community. The highest priority goals identified by the public at the second workshop were to:

1. Reduce air pollution throughout the City.
2. Increase community facilities and programs in El Monte that promote healthy and active living.
3. Ensure that children have safe access to schools and parks.
4. Continue outreach and public education programs to improve health.
5. Develop land use patterns that encourage physical activity.
6. Facilitate safe, convenient access to healthy foods.
7. Create a high quality pedestrian network so residents can walk and bike safely and comfortably.

The input from the workshops and from the Technical Advisory Group guided the development of the Health and Wellness Element. The goals flow directly from the priorities received from the public and the policies seek to implement the changes desired in critical health areas.

## Health and Wellness Context

This section provides background information and existing conditions for El Monte on a variety of topics related to health and development patterns of the City. It includes a discussion of how the built environment impacts health outcomes and the existing health conditions in El Monte.

### BACKGROUND ON HEALTH AND THE BUILT ENVIRONMENT

The increased prevalence of chronic diseases in the United States—including diabetes, obesity, heart disease and respiratory illnesses—has been widely recognized as one of the nation’s major social and economic challenges. Recent research has found that people’s environments—where they live and work, how they travel, what they eat and where and when they play, socialize, and are physically active—have a major impact on their health and well-being. Although poor city design is not the single cause of chronic health problems in the United States, there is increasing evidence that it is often a contributing factor. Some examples of the connections between these chronic diseases include:

- Heart disease, cancer, stroke, and diabetes are among the top ten causes of death in California. Limited physical activity and poor nutrition are major risk factors for these diseases.
- Research indicates that separating residential and commercial uses, low-density development, streets constructed primarily for automobiles, and limited transportation choices discourage physical activity.
- Neighborhoods lacking parks and active recreation facilities also have lower levels of physical activity.
- Development policies can also have an impact on access to nutritious food sources. Limited access to grocery stores, farmers’ markets, community gardens and other sources of nutritious foods and high concentrations of unhealthy food sources—such as fast food restaurants and corner stores with limited fresh food choices—can exacerbate poor nutritional intake.
- Physical inactivity and poor nutrition are also a primary risk factor for obesity (the fastest-growing disease in California, along with diabetes), and obesity in turn increases the risk of a myriad of chronic diseases.

Land uses and city design have other health impacts as well. Development patterns and access to transportation choices have been shown to



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*As a rule of thumb, research has found that a majority of people will not walk further than one-quarter mile or five minutes to a destination and that people are more likely to walk to their destinations in denser environments.*  
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significantly impact the number of miles traveled by automobile, which in turn have been linked to levels of vehicle emissions and traffic accidents. Emissions from transportation sources are strongly linked with respiratory diseases, while automobile accidents consistently kill over 40,000 Americans each year. Poor mental health and social isolation are also associated with a number of factors related to planning, including long commute times, exposure to crime, lack of transportation choices and lack of access to public spaces.

Research also shows that well-designed higher density, walkable urban places; multi-modal transportation systems; and access to recreational facilities increase physical activity and thus promote positive health impacts. Healthy city patterns locate homes and jobs within walking distance of transit, goods and services, schools, parks, and other destinations. As the density and intensity of development increases, so does transit ridership and walking as a transportation mode, while rates of obesity decrease.<sup>i,ii</sup>

Areas with a mix of land uses (where residential, commercial, and office land uses are located near each other) have been shown to have lower rates of driving and more opportunities to walk, bike or use transit for transportation. In areas with a rich mix of uses, combined with relatively intense development and a high quality walking environment, people are more than twice as likely to get 30 or more minutes of daily exercise as people who live in more auto-dependent neighborhoods without these characteristics. Land uses most strongly linked to walking trips are neighborhood services that include educational facilities, office buildings, restaurants and taverns, parks, neighborhood-scale retail establishments, civic uses, and grocery stores.

Attractive streetscapes with short blocks and well-maintained properties also create a more pleasant environment to encourage people to get out of their cars. These land use patterns reduce the need to drive and increase residents' opportunities to walk or bike for transportation.

## OVERALL HEALTH IN EL MONTE

The overall health and wellness of the population of El Monte is analyzed in this section through a number of indicators including:

- Obesity and overweight statistics
- Diabetes
- Heart disease
- Levels of physical activity

This section focuses on assessing health issues that have been linked to environmental factors.

### *Obesity*

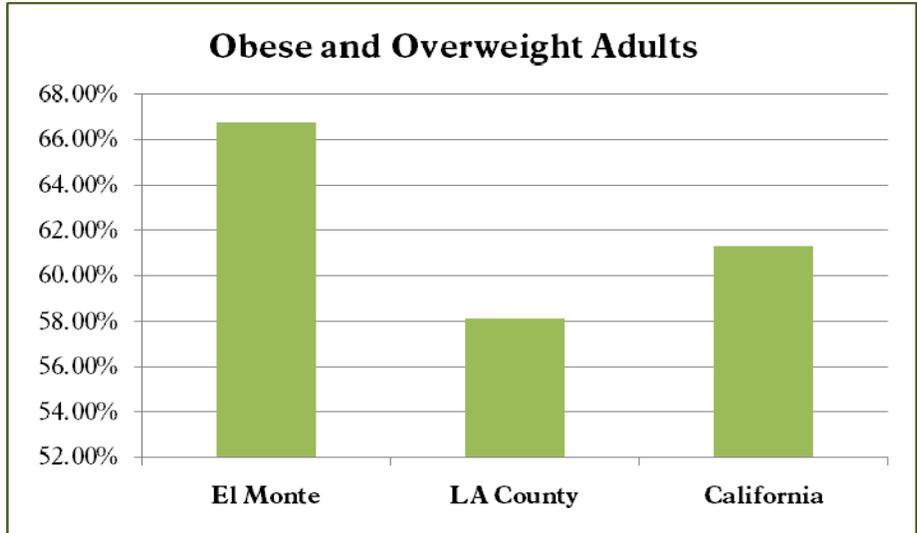
**Obesity and overweight have significant consequences for health and are significant problems in El Monte.** Research has shown that as weight increases to reach the levels referred to as "overweight" and "obese," risks increase for the following:

- Coronary heart disease
- Type 2 diabetes
- Cancer
- Hypertension
- Stroke
- Asthma and many other chronic illnesses<sup>iii</sup>

More than two-thirds (66.8%) of adults in El Monte were either obese or overweight in 2007. <sup>iv</sup> This percentage is higher than that of adults in Los Angeles (LA County) and the State as a whole, which had rates of overweight and obesity of 58.1% and 61.3%, respectively. The percentage of adults in El Monte that are obese (37.1%) is considerably higher than adults in California (22.6%) and in the nation (30%). The rates of obesity and overweight are also very high in El Monte. Nearly half (47.7%) of children are either obese or overweight. <sup>v</sup> Of these, 27.9 % are obese compared to 22.9% of children in LA County as a whole. <sup>vi</sup> Overall, these trends indicate that El Monte residents are at a higher risk for many chronic diseases.

*Overweight is defined as a body mass index (BMI) of 25 or higher.*

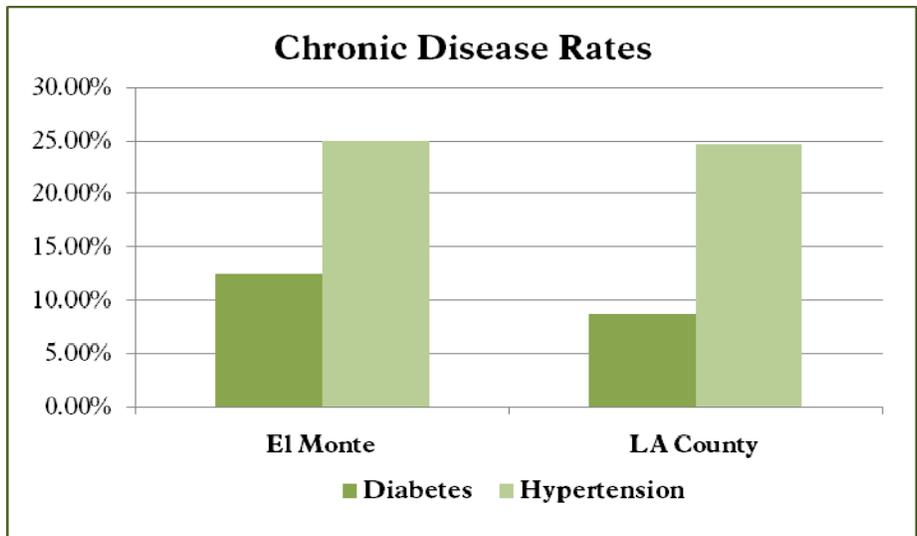
*Obese is defined as a BMI of 30 or higher.*



**Figure 1: Prevalence of obese and overweight adults in El Monte.**

*Chronic Disease*

As with obesity and overweight, diabetes is associated with an increased risk for a number of serious, sometimes life-threatening, complications. Like obesity and overweight, diabetes appears to be a problem in El Monte as approximately 12.5% of adults were diagnosed with diabetes in 2007.<sup>vii</sup> This percentage is approximately 50% higher than the County (8.7%), State (8.5%), and national percentages (8.2%).<sup>viii</sup>



**Figure 2: With greater rates of overweight and obesity, El Monte's residents are at a higher risk for many chronic diseases.**

**Another significant health issue in El Monte appears to be undiagnosed heart disease.** In El Monte, 25% of adults were diagnosed with hypertension in 2007. <sup>ix</sup> This percentage is comparable to LA County where 24.7% of adults were diagnosed with the disease. However, data on hospitalizations for heart attacks is much higher in El Monte than in the County as a whole. As is shown in Table 1, the age-adjusted rate for heart attack-related hospitalizations for adults over 45 was significantly higher in El Monte zip codes than in the County. These figures may indicate that there are significant number of undiagnosed cases of hypertension and heart disease in El Monte.

<b>Table 1: Heart Attack-Related Hospitalizations, Adults Age 45+, Age-Adjusted Rate per 10,000 Residents<sup>x</sup></b>	
<b>Location</b>	<b>Age-Adjusted Rate (1 year average)</b>
El Monte Zip Codes	
91731	49.7%
91732	59.2%
91733	64.5%
LA County	39.9%

### *Physical Activity*

**A final indicator of health conditions is the level of physical activity of residents.** Lack of physical activity is a primary risk factor for heart disease, cancer, stroke, diabetes, and Alzheimer’s disease—five of the top ten causes of death in California and in El Monte. It is also a primary risk factor for obesity and diabetes, the fastest-growing diseases in the State and a major issue in El Monte.

In El Monte, only 57.7% of adults meet physical activity guidelines and 36.8% are not active at all. Although this number shows that El Monte residents are a bit more active than residents of the State and County, it also indicates that many people need additional exercise to meet minimum health standards. For children, approximately 30% get the minimum amount of exercise recommended by the Centers for Disease Control. This number is significantly lower than the percentage for children in LA County overall (37.6%). This lower level of activity in El Monte’s children is a matter for concern because a pattern of inactivity often begins early in life.

## LAND USE AND COMMUNITY DESIGN

As discussed in the Background on Health and the Built Environment sections, land use and community design can contribute to negative health outcomes. Healthier land use patterns, however, can be achieved by encouraging infill and locating destinations closer to housing, focusing development in mixed use districts and along major transit corridors, constructing a diverse mix of uses throughout the City, and encouraging land use patterns that promote walking, bicycling and transit use.

Three key indicators of land use and community design for healthy communities were used to assess the development patterns in El Monte relative to health. These indicators are:

- The density and intensity of development
- Access to neighborhood destinations (or how well complementary land uses are mixed)
- Block size

### *Density and Intensity of Development*

Most of the residential areas of El Monte have a population density between 13 and 26 people per acre and some parts of the City have even higher residential densities—from 26 to 52 people per acre. These densities are sufficient to support walking as a major form of transportation if the rest of the walking environment (e.g., land use mix, quality of the walking environment, street network and other elements discussed in this report) is sufficiently high quality. While the walking environment in some parts of the City is conducive to walking, many areas of El Monte lack the necessary amenities to be considered an attractive walking environment.

### *Mixed Use*

In El Monte, 91% of the City's residential parcels are within one-quarter mile of neighborhood services. In addition, with the exception of some parts of Norwood Cherrylee, River East and Park El Monte, most residential areas of the City are within one-quarter mile of a school. Overall, the mix of uses within walking distance of most residences is a very positive aspect of El Monte.

### *Block Size*

Block size is yet another component of the built environment that determines the walkability of a city. Block size (that is the area of a city block) and block side length together determine how far people must walk



between street intersections. In general, shorter block side lengths (less than 800 feet) and block sizes (less than 4 acres) are considered more walkable than longer blocks. In El Monte, the Downtown is the only area of town with an average block size of close to 4 acres (4.35 acres on average). The average size of blocks throughout the rest of the City is 12 acres (522,720 square feet), which is too large to be considered walkable. Such large blocks, particularly in the predominantly residential subareas of the City, reduce the appeal of walking to neighborhood destinations.

## TRANSPORTATION NETWORK

The layout and safety of the transportation network can have a significant impact on the travel choices people make and thus on levels of physical activity, air pollution, and social capital in a community. Design and engineering also can have a significant effect on the safety of the transportation network. Communities that encourage a car-dependent lifestyle, marked by long commutes to work and significant distance from retail stores and public amenities, are prone to higher levels of health problems including air pollution, obesity, and social isolation. Conversely, communities that encourage multiple modes of transportation—by providing a complete, well-connected street network with multiple destinations and facilities for transit, bicycling and walking—can decrease vehicle miles traveled (VMT), decrease air pollution and increase physical activity in the community. The number of traffic-related accidents has also been linked to rates of VMT, automobile speed and traffic volumes. As these rates rise, so do accident rates. Thus, development patterns that increase VMT, vehicle speed, and traffic volume also increase accident rates.

### *Prevalence of Automobile Use*

One measure of the health of the transportation system is the prevalence of automobile use (as measured in VMT) and the mode split (the percentage of driving versus other modes). More than half (51.3%) of LA County adults and almost two-thirds (65%) of El Monte Health District adults drive their cars to run errands within one mile of their homes. About ¼ of LA County adults (24.3%) report that they walk to do such errands. In addition, a higher percentage of El Monte residents walk (3.4%), take public transportation (5.5%), or other means (2.7%) than in the United States as a whole (2.9%, 4.8%, and 1.7% respectively)<sup>xi</sup>. Conversely, fewer El Monte residents drive alone to work than the average person in LA County (70.2% compared to 72.3%). This information, along with interviews with stakeholders, indicates that walking, transit, and other modes such as bicycling are important means of transportation in the City of El Monte.<sup>xii</sup>

### *Access to Transit*

Access to transit is another critical component of a healthy transportation system. The City of El Monte is well served by transit operators including Metro (the LA County Metropolitan Transportation Authority), Foothill Transit, Metrolink (commuter rail), and the City of El Monte’s Transit System. Two major regional transit facilities serve El Monte including the El Monte Bus Station and the El Monte Commuter Rail Station, which is a stop on the regional commuter rail line.<sup>xiii</sup>



### *Bicycle and Pedestrian Networks*

Another measure of how well the transportation system will support health is the presence and scope of bicycle and pedestrian networks. Combined with an appropriate density and mix of uses, bicycle and pedestrian networks can significantly increase the rates of bicycling and walking for transportation purposes and result in positive health outcomes. Pedestrian amenities to encourage walking (such as benches, shaded walkways, etc.) are generally very limited in El Monte.

City staff estimates that approximately 35% of the City streets do not have sidewalks. Other than sidewalks, there is no identified pedestrian trail system connecting neighborhoods to each other or to major destinations/activity centers.<sup>xiv</sup> In terms of bicycle facilities, the City of El Monte currently has only two designated bicycle routes: one is located to the east of the Rio Hondo channel; the other is on the west side of the San Gabriel River. These paths are part of the regional system established and maintained by LA County. The Parks and Recreation and Circulation Elements of this General Plan provide a plan for an enlarged and enhanced bicycle network.<sup>xv</sup>

### *Safety of the Transportation System*

The final measure of how the transportation system affects health is the overall safety of the system. Motor vehicle collisions are the leading cause of accidental death in California; and being hit by a car while walking, is the third leading cause of death for children under 12. For every mile traveled, a pedestrian's risk of dying is more than 15 times that of drivers, providing a legitimate disincentive for walking. In El Monte between 2003 and 2007, there were 28 motor vehicle collisions with fatalities. These collisions mostly occurred on large arterial streets and were relatively evenly spaced throughout the City. El Monte ranked in the top half of cities in the County for collisions involving pedestrian injuries. Between 2003 and 2007, El Monte had 238 motor vehicle collisions involving pedestrians; 229 of these resulted in pedestrian injuries and 9 resulted in pedestrian fatalities. Finally, El Monte ranked among the top third of cities in the County with the highest bicycle injury and fatality rates per 10,000 residents. Between 2003 and 2007, El Monte had 319 motor vehicle collisions involving bicycles; 317 of these resulted in bicyclist injuries and 2 resulted in bicyclist fatalities.



## PARKS AND OPEN SPACE

Convenient, safe access to recreational facilities is directly correlated to an increase in the amount that people exercise. Creating new places for physical activity or improving their accessibility can increase the proportion of residents who exercise three times a week by 25%.<sup>xvi</sup> In addition to parks for active recreation, the mere presence of street trees, shrubs, and green open spaces can provide an important amenity for people. It is important for positive health outcomes that all urban environments, regardless of density or location, provide high-quality green spaces such as public parks and trails, street trees, and community gardens.

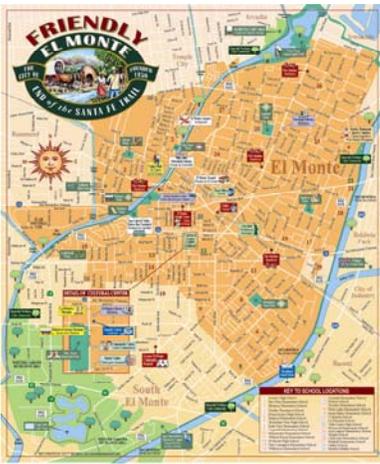
El Monte has 11 local parks covering approximately 50 acres of land. The local park network includes three 10-acre parks (Lambert Park, Mountain View Park, and Pioneer Park). The remaining eight parks are each less than five acres in size. In addition, City residents have access to nearby regional parks including Peck Road Water Conservation Park, Whittier Narrows Recreation Area, and Santa Fe Dam Recreation Area.

### *Measure of Parks*

**One measure of the adequacy of parks is the ratio of acres of parks per thousand residents.** The Trust for Public Land defines an area as “Park Deficient” if it has less than 3 acres per 1,000 residents.<sup>xvii</sup> The City of El Monte has 0.41 acres of park space per 1,000 residents. This ratio increases to approximately 0.94 acres of parks per 1,000 people if adjacent regional open space facilities are included in the calculation. Thus, El Monte has a deficiency of park space.

### *Proximity of Parks to Residential Areas*

**Another important measure of parks is the physical proximity of park space to where people live.** Studies have found that people who live within walking distance (one-quarter mile) of a park are 25% more likely to meet the minimum weekly exercise recommendation of 30 minutes three times a week.<sup>xviii</sup> In El Monte, only 36% of El Monte’s residential parcels are within one-quarter mile of a park—a number that could be improved through targeted investment in smaller neighborhood parks throughout the community.



## ACCESS TO HEALTHY FOODS

Unhealthy eating habits are a primary risk factor for five of the top ten causes of death in California and three of the top ten causes of death in El Monte. In LA County overall, there are over four times as many “unhealthy” food outlets (e.g., fast food chains, restaurants, and convenience stores) as “healthy” food outlets (supermarkets, produce vendors, and farmers’ markets).<sup>xxix</sup> The result is what’s known as food deserts, neighborhoods that lack places where residents can buy fresh fruits and vegetables and other healthy foods. When convenience stores, gas stations, and fast food outlets are the only food retailers in neighborhoods, residents often rely on these stores for their food purchases and may find purchasing healthy foods difficult, inconvenient and costly.<sup>xx</sup> This is especially true for residents who can’t drive and must either take a bus or taxi to the nearest grocery store—a time-consuming inconvenience that many cannot afford.

### *Availability and Accessibility*

Research finds that the availability and accessibility of healthy food retail has an impact on healthy eating and health status. For example:

- In low-income neighborhoods, each additional supermarket has been found to increase residents’ likelihood of meeting nutritional guidelines by one third.<sup>xxi</sup>
- Residents in communities with a more “imbalanced food environment” (where fast food and corner stores are more convenient and prevalent than grocery stores) have more health problems and higher mortality rates than residents of areas with a higher proportion of grocery stores, when other factors are held constant.<sup>xxii</sup>
- The presence of a supermarket in a neighborhood is linked to higher fruit and vegetable consumption and a reduced prevalence of overweight and obesity.<sup>xxiii,xxiv</sup>

### *Retail Food Environment*

One way of understanding the food environment in a community is through a description of the retail food environment, a way of assessing the range of food businesses within a community. El Monte’s retail food environment is made up of a diversity of businesses including grocery stores, small markets, convenience stores, fast food restaurants and liquor stores. While there is a diversity of food retail businesses in El Monte, there are significantly more fast food, convenience, and liquor stores than other kinds of food retail. Indeed, according to an analysis of City business

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*Food retailer is defined as any businesses and organizations that sell food and beverages directly to consumers; food institutions; food outlets.*

*Healthy food retailer is defined as businesses and organizations that sell healthy food and beverages directly to consumers and includes grocery stores, produce stands, and farmers’ markets.*

*Unhealthy food retailer is defined as businesses and organizations that sell unhealthy food and beverages directly to consumers and includes fast food chains, restaurants, and convenience stores.*

*Retail Food Environment is defined as the range of food-selling businesses within a community.*

*Imbalanced food environment is defined as areas where fast food and corner stores are more convenient and prevalent than grocery stores.*

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*Food deserts are defined as neighborhoods that lack places where residents can buy fresh fruits and vegetables and other healthy foods.*

*Healthy Foods are defined as fresh fruits and vegetables, organic and/or local foods, whole grains, and foods that are not processed or minimally processed before consumption.*

*Unhealthy foods are defined as any food that is not regarded as being conducive to maintaining health....high calorie, low nutritional value, highly processed, high in fat, cholesterol and sodium.*

license data in 2009, El Monte has over five and a half times as many “unhealthy” as “healthy” outlets and the retail food environment is currently weighted heavily towards fast food.

### *Retail Food Environment Index*

Another tool to understand the food retail environment is the Retail Food Environment Index (RFEI). An RFEI is a measurement of the ratio of “healthy” to “unhealthy” food outlets. Simply, it is an index of the relative availability of healthy food retailers in a community in comparison to unhealthy food retailers. The “unhealthy” category includes those retailers that offer generally more unhealthy food such as packaged food, processed junk food, liquor, and tobacco. These are classified as convenience stores, liquor stores, and fast food. The “healthy” category includes those retailers that offer generally more healthy food including fresh fruits and vegetables. These are classified as full-service grocery stores and small markets. As is shown in Table 2, the RFEI for El Monte is 6.4, which is 39% higher than the RFEI for LA County (4.6).

### *Access to Unhealthy Food*

Access to unhealthy food outlets is a significant contributor to unhealthy eating behavior and decrease in quality of life. El Monte has a saturation of fast food, convenience, and liquor stores, which are widely recognized as unhealthy food outlets. The proximity of unhealthy food outlets to schools, in particular, is a concern with respect to childhood obesity. This is critical because students with fast food restaurants within one half mile of their school are more likely to be overweight than students whose schools are not near fast food restaurants.<sup>xxv</sup>

In El Monte, 84.2% of the city’s liquor stores and 64.3% of unhealthy food outlets (fast food and convenience stores) are within one-quarter mile of a school. Additionally, 28.6% of residential parcels are within one-quarter mile of a liquor store and 49.4% of residential parcels are within one-quarter mile of a healthy food outlet. There is a need for additional grocery stores, particularly national chains that provide high-quality foods at an affordable price. The mismatch of healthy to unhealthy foods is more extreme in some areas of the City such as the Downtown.

<b>Table 2: El Monte Retail Food Environment Index</b>	
<b>Store Type</b>	<b>Number</b>
<i>Convenience</i>	26
<i>Liquor</i>	19
<i>Fast Food</i>	167
<b>Total “Unhealthy”</b>	<b>212</b>
<i>Full Service Grocery</i>	6
<i>Small Market</i>	12
<i>Small Market – Ethnic/Specialty</i>	15
<i>WIC Stores</i>	5
<b>Total “Healthy”</b>	<b>38</b>
<b>RFEI</b>	<b>5.58</b>

## AIR QUALITY AND RESPIRATORY HEALTH

Respiratory illnesses, including asthma, pneumonia, chronic obstructive pulmonary disease (COPD), emphysema and other chronic conditions, are a significant public health problem in the United States. Asthma and COPD are among the ten leading chronic conditions causing restricted physical activity. Between 2001 and 2005, the adult asthma rate increased by 12% in California; and the childhood asthma rate increased by 15%.<sup>xxvi</sup> In LA County, approximately 1,173,000 children and adults have been diagnosed with asthma. There are proportionally more people in El Monte diagnosed with asthma. In 2005, 9.8% of adults in El Monte were diagnosed with asthma compared to 6.5% of adults in LA County. Asthma hospitalizations and emergency department visits were also higher in El Monte, as shown in Table 3. This indicates that asthma is a major issue in the City.

**Table 3: Asthma Emergency Department Visits and Hospitalizations, Age-Adjusted Rate per 10,000 Residents<sup>xxvii</sup>**

	Hospitalizations	Emergency Department Visits
Location	Age-Adjusted Rate (1 year average)	Age-Adjusted Rate (1 year average)
El Monte Zip Codes		
91731	16.4	40.7
91732	19.8	41.3
91733	22.6	46.6
LA County	10.3	33.8
California	8.1	35.8

### *Sources of Pollution*

Polluted air, from stationary and mobile sources such as trucks and automobiles on freeways, is a primary trigger for asthma attacks and a major cause of asthma, bronchitis, lung cancer, leukemia, and other respiratory illnesses. The two major sources of pollutants are heavy industrial areas and motor vehicles. Air and water pollutants have been linked to cancer, respiratory illness, reduced school performance, and other negative health impacts.<sup>xxviii</sup> The location and mix of land uses and transportation investments can all have an impact on environmental health. In particular, locating homes, schools and other sensitive land uses near (within 300 to 500 feet) heavy industrial areas and roads with high volumes of traffic can result in high levels of exposure to dangerous pollutants.

In El Monte, most residential parcels and schools are further than 500 feet from heavy industry or truck routes, which are the primary source of local air pollution in the City. However, in some parts of the City, sensitive uses such as housing, school sites, or special care facilities, are located next to industrial areas and the I-10, a major source of air pollution, runs through the City. For example, in the Downtown area, approximately 25% of all residential parcels are within 500 feet of a known source of air pollution.

## ACCESS TO HEALTH CARE FACILITIES

Affordable and accessible healthcare and mental health care services are important for achieving timely intervention with health issues and preventive services to reduce the severity of illnesses. Preventive measures—such as screening for common health problems such as diabetes and respiratory illnesses, dental care, and vaccinations—have been shown to reduce incidences and severity of illnesses.<sup>xxix</sup>

Adequate access to healthcare is more strongly tied to socio-economic and political trends than to land use. Although increased proximity to health care facilities can increase access to healthcare, physical proximity to a health care facility has a limited effect if residents cannot afford insurance or services at these facilities or if they do not take appropriate preventative measures. For that reason, overcoming socio-economic barriers—by providing affordable primary or preventative clinics or Emergency Medical Services; increasing awareness of existing services; providing preventative and insurance programs; attracting high quality health care professionals; or attracting other programs or resources to the City—are an important companion to locating health care facilities near residents, particularly in communities with a lower-than-average level of income.

The level of access to health care services in a community is determined by three major factors:

1. The presence or absence of medical service providers
2. The affordability of those services to community members
3. The ability for community members to physically get to the health care service by driving, transit or other means

### *Medical Service Providers*

In terms of the first factor, the physical location of medical services, facilities need not be located directly in the City to be accessible. A reasonable geographic proximity combined with access to facilities via public transportation is all that is necessary for enabling residents to actually get to a doctor or clinic. There are numerous health care facilities within and near El Monte including the AltaMed Medical Group (El Monte), Greater El Monte Community Hospital (South El Monte), Kaiser Permanente Medical Center (Baldwin Park), the El Monte Comprehensive Health Center and many clinics and private practices. The presence of these facilities is a resource for the community.

### *Affordability*

Affordability of medical services is a far more challenging obstacle to access, particularly in low-to moderate-income communities such as El Monte. In El Monte, over one-third of adults have no health insurance—a rate that is 50% higher than in LA County as a whole, and 7.4% of children have no health insurance—a rate that is slightly higher than LA County (where 7.0% of children have no health insurance). Thus, health insurance is a major issue for El Monte residents.

### *Access*

Finally, physically being able to access health care facilities is critical. According to stakeholder interviews conducted as part of the General Plan process, transit service to medical facilities is insufficient to serve the population's needs.

## Goals and Policies

This section describes the health and wellness goals and policies. It should be used in conjunction with other elements of the General Plan to create a comprehensive and holistic approach to improving health outcomes in the community.

- The Land Use Element addresses the built environment including the mix of uses, density and intensity and creating a walkable environment.
- The Circulation Element includes goals and policies on creating a multi-modal transportation system.
- The Parks and Recreation Element lays out goals and policies to improve the amount of, access to, and quality of parks and open spaces in El Monte.
- The Public Health and Safety Element includes a range of health topics on protecting the community from man-made and natural hazards.

The goals and policies in all the Elements of the General Plan reinforce and support each other and work toward making El Monte a safer, healthier community with a high quality of life.

## OVERALL HEALTH

### Goal HW-1

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**Implement innovative community health best practices that improve population health in El Monte.**

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#### Policies

- HW-1.1 **Health and Wellness Initiative.** Continue to define, promote and educate the public about the links between public health outcomes and the built environment. Reinforce the Health and Wellness brand as a key component of El Monte’s identity.
- HW-1.2 **Partnerships.** Form partnerships with school districts and other educational institutions, non-profit organizations, and regional governmental agencies to foster and participate in efforts promoting prevention, healthy lifestyles and positive health outcomes.
- HW-1.3 **Public Health Input.** Seek input from public health specialists when writing/updating the General Plan and/or any other City plans that could potentially impact health conditions and outcomes (e.g., physical activity, nutrition, or health determinants).
- HW-1.4 **Report Card.** Assess periodically the health of El Monte residents and distribute findings about changes in health status.



## LAND USE AND COMMUNITY DESIGN

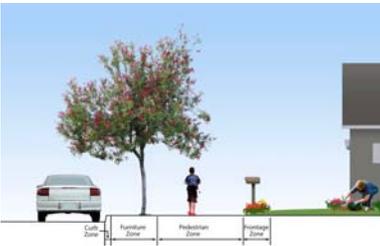
### Goal HW-2

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Land use patterns that promote increased physical activity as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.

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#### Policies



**HW-2.1 Land Use and Community Design.** Recognize and actively implement the goals and policies in Land Use and Community Design Elements that improve health outcomes. Improve the physical characteristics of the built environment—the land uses, transportation system, and urban design—to make it easier and more enjoyable to be physically active and use active modes of transportation such as walking and bicycling.

**HW-2.2 Health Impacts of Development.** Analyze the health impacts of development proposals and integrate the analysis into the approval process in order to ensure that new development projects enhance public health outcomes.

**HW-2.3 Walkable Retail.** Encourage nodes of neighborhood-serving retail uses within walking distance (one-quarter mile) of all residences.

**HW-2.4 Commute to Work.** Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.

## Goal HW-3

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Beautiful City neighborhoods without concentrations of poverty or overcrowding.

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### Policies

- HW-3.1 **Range of Housing.** Strive to eliminate concentrations of poverty by promoting a range of housing options integrated into mixed-income neighborhoods.
- HW-3.2 **Diverse Public Spaces.** Build diverse public spaces that provide pleasant places for neighbors to meet and congregate.
- HW-3.3 **Landscape Improvements.** Make streets and other public spaces more visually appealing and environmentally friendly by planting street trees, improving landscaping, adding decorative street furniture, and regularly cleaning the sidewalks and streets.
- HW-3.4 **Façade Improvement.** Support improvements to private buildings and commercial/residential developments through façade improvement programs.
- HW-3.5 **Conditions of Blight.** Work actively with property owners to eliminate conditions of blight, especially on vacant buildings and properties, and to “re-purpose” the buildings and properties to contribute to the community. Consider re-using vacant land for parks or community gardens and vacant buildings for community centers.
- HW-3.6 **Public Art and Fountains.** Develop public art, fountains and other forms that beautify El Monte and provide a collection of nationally recognized, permanent outdoor art work throughout the City of El Monte. Identify opportunities to support and fund local artists and students to create public art in the City.

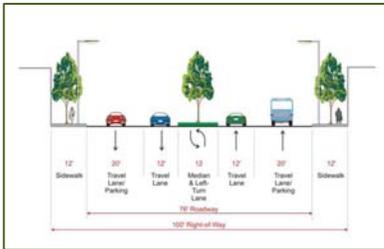


## HEALTHY TRANSPORTATION SYSTEM

### Goal HW-4

**A transportation system that supports safe, healthy, and active lifestyles, by providing multimodal connectivity between parks, schools, neighborhoods, and downtown.**

#### Policies



**HW-4.1 Public Safety and Circulation Policies.** Maintain and improve the safety of the transportation system through implementation of the policies in the Public Health and Safety and Circulation Elements and other actions, as necessary.

**HW-4.2 Safer Streets.** Reduce the potential for car collisions through design improvements, enforcement, and education efforts. Implement the recommendations from the pedestrian safety study. Maintain data on and prioritize improvements for locations with high incidences of pedestrian/vehicle collisions.

**HW-4.3 Traffic Calming.** Implement a traffic-calming program to reduce traffic speeds and encourage safe driving practices in neighborhoods and high-volume pedestrian areas throughout the City.

**HW-4.4 Rail Crossings.** Take steps to make the existing at-grade rail crossings safer and more attractive for pedestrians and vehicles. Work with the railroad to secure rail facilities from general public access in order to prevent pedestrian access and crossings at unauthorized locations.

**HW-4.5 Education Campaigns.** Continue to develop and support education and enforcement campaigns on traffic, bicycle, and

**HW-4.6 Multimodal Transportation.** Promote land use patterns that are transit, bicycle, and pedestrian oriented and have a mix of uses within walking distance of homes and workplaces.

**HW-4.7 Increased Transit.** Execute policies and programs that encourage transit use and increase transit service throughout the City. Consider key destinations, including health care providers, schools, parks and grocery stores, when designing routes. Improve transit service with bus lanes, signal prioritization, “next-bus” read outs at bus stops, and equipping bus stops with

amenities such as benches, shelter, lighting, and multi-lingual maps and schedules. Promote the availability of public transportation options in and around El Monte.

- HW-4.8 **Bicycling and Walking.** Implement policies and programs that encourage bicycling and walking as alternatives to driving and as a means of increasing levels of physical activity. Encourage bicycle and pedestrian safety through education and incentive programs.
- HW-4.9 **Commute Management Plans.** Promote commute management plans at work sites that provide financial and other incentives to walk, bicycle, take transit or ride share to work.
- HW-4.10 **Ride Sharing.** Create policies and programs that encourage people to share rides. Promote dedication of ride sharing parking spaces at convenient locations such as the El Monte Bus Station, the El Monte Metrolink Station, Civic Center and Flair Park Business District. Promote commute management plans at work sites that provide financial and other incentives to walk, bicycle, take transit or ride share to work.
- HW-4.11 **Car Sharing.** Pursue car-sharing programs in El Monte in order to reduce the rates of automobile ownership and driving.
- HW-4.12 **Measurement.** Regularly understand the number of people walking, biking, and taking public transportation by using a standardized monitoring tool and distribute the findings to the community.



## Goal HW-5

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**A high-quality pedestrian network created so residents can safely walk to their destinations.**

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### Policies

- HW-5.1 **Sidewalk Deficiencies.** Strive to mitigate locations with sidewalk deficiencies in order to improve pedestrian safety and increase walking within El Monte.
- HW-5.2 **Safe Roadway Crossings.** Maintain existing pedestrian safety features and increase safety at roadway crossings throughout the City through the addition of marked crosswalks, high-visibility markings, and physical improvements such as crossing islands, raised crosswalks, curb extensions, reduced radii at intersections, perpendicular curb ramps and other measures known to improve pedestrian safety.
- HW-5.3 **Pedestrian Lighting.** Improve pedestrian lighting on sidewalks throughout the City, but especially in high-volume pedestrian areas.
- HW-5.4 **ADA Requirements.** Incorporate Americans with Disabilities Act (ADA) requirements throughout the City, but especially in high-volume pedestrian areas.
- HW-5.5 **Pedestrian Improvements.** Prioritize improvements to sidewalks and the pedestrian environment in the Downtown and areas around schools and parks.

## Goal HW-6

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A bicycle and multi-use trail network that facilitates cycling for both recreation and transportation.

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### Policies

- HW-6.1 **Bicycle Network.** Increase the number of multi-use trails and create a network of striped bicycle lanes, signed bicycle routes, bicycle priority streets, and secure bicycle parking throughout the City.
- HW-6.2 **Regional Partnerships.** Support regional efforts to increase cycling as a viable transportation option.
- HW-6.3 **Secure Bicycle Parking.** Provide incentives to employers and developers to include secure bicycle parking and storage in existing and new businesses and in all new development projects. Provide incentives to employers and developers of large work sites to provide showers and clothing lockers.
- HW-6.4 **Bicycle Safety Education.** Encourage bicycle safety through education programs targeting bicyclists and motorists and promotional events such as bicycle rodeos and free helmet distribution events.



## Goal HW-7

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### Children have safe access to schools and parks.

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#### Policies



**HW-7.1 Transportation Investments.** Prioritize transportation investments to increase safety around parks, open spaces, schools, pre-schools, and childcare centers.

**HW-7.2 Safe Routes to School.** Create a Safe Routes to School plan in all El Monte schools. Prioritize improvements with the highest safety concerns. Actively seek State and Federal funding to support the Safe Routes to School plan.

**HW-7.3 Traffic Calming.** Implement traffic calming strategies in areas immediately around schools and parks.

**HW-7.4 Walking/Bus/Bike Programs.** Encourage the creation of “Walking School Bus,” “Biking School Bus,” “Bicycle Trains,” contests and other programs that encourage children to walk or bicycle to school and make it safer to do so.

**HW-7.5 School Collaboration.** Work collaboratively with the school district, school board, PTA, and community residents to identify and address school access and safety issues. Form a school watch board that includes members of these groups and the Parks, Recreation & Community Services Department at the City level.

## Goal HW-8

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**“Living Streets” are developed throughout the City.**

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### Policies

- HW-8.1 **“Complete Streets” Policy.** Adopt a policy to create “Complete Streets” that accommodate all travel modes appropriate to their function, are designed for the comfort and use of people of all ages and physical abilities, address green storm water management practices, and allow for public uses and closures for events.
- HW-8.2 **Streetscape Plans.** Implement streetscape plans in high-pedestrian areas that increase street landscaping and greenery; and place street furniture, public art and other features to entice pedestrian activity.
- HW-8.3 **Expanded Pedestrian Areas.** Identify opportunities to maximize the use of streets as outdoor rooms for pedestrians to walk and socialize. Explore opportunities to reclaim portions of streets, such as excess parking spaces, as open spaces, parklets and additional sidewalk areas.
- HW-8.4 **Street Closures for Events.** Facilitate street closures for farmers’ markets, arts and craft fairs, ciclovías (bicycle and pedestrian events), and other public events.

## PARKS, TRAILS AND PUBLIC FACILITIES

### Goal HW-9

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**Parks, trails, open spaces, and community facilities distributed throughout El Monte support active, healthy recreation and activities.**

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#### Policies



- HW-9.1 **Improve Health.** Recognize that parks and open spaces are a critical strategy to improve health benefits in the City particularly related to obesity, diabetes and mental health.
- HW-9.2 **Emerald Necklace.** Support the completion of the “Emerald Necklace” in and around El Monte.
- HW-9.3 **Equal Park Distribution.** Work to ensure an equal distribution of parks within the City such that all homes are within one-quarter mile walking distance of at least one usable park and open space.
- HW-9.4 **Vacant Lots to Parks.** Create incentives to convert vacant lots into small parks or open spaces throughout the City.
- HW-9.5 **Maximized Public Lands.** Seek opportunities to convert excess public rights-of-way into parks, trails, and open spaces and to convert public easements, such as utility corridors, into parks and trails. Continue to work with the school district to create joint-use facilities.
- HW-9.6 **Recreation Activities.** Support and provide on-going, year-round sports and recreation activities, especially for youth and seniors, including keeping the pool open year round.
- HW-9.7 **Diverse Recreational Facilities.** Provide a wider diversity of active and passive recreational facilities that respond to the needs of multicultural communities within existing and new parks. Facilities should be designed to provide natural surveillance; create a safe environment; and have adequate lighting, signage, and hours of operation. As part of this effort, build more teen centers, senior centers and community facilities and distribute these facilities evenly throughout the community.
- HW-9.8 **Exercise Facility.** Promote the development of additional public and private exercise facilities within the community.

HW-9.9 **After-School Fitness.** Work with the school districts and other community organizations to provide and support after-school fitness and education programs for school age children.

HW-9.10 **Promotion of Existing Facilities and Programs.** Improve the use of existing venues and programs through marketing, promotion, extended park supervision/hours, and other high visibility strategies.

## ACCESS TO HEALTHY FOODS

### Goal HW-10

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**Safe and convenient access to healthy foods for all residents with low concentrations of unhealthy food providers.**

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#### Policies

HW-10.1 **Incentive Program.** Support financing, zoning, tax incentive and similar programs that encourage new food retail business in underserved areas of El Monte.



HW-10.2 **Improved Food Selection.** Encouraging existing retailers to improve the quality and selection of healthy foods through financial incentives, technical assistance, and other services.

HW-10.3 **Access.** Strive to locate healthy food stores so that all residences are within one-quarter mile walking distance of a healthy food store.



HW-10.4 **Farmers' Markets.** Support the creation of new farmers' markets in the City with the goal of having year-round farmers' markets three times per week.

HW-10.5 **Healthy Food Near Schools.** Limit drive-through restaurants and fast food within 1,000 feet of schools. Locate and incentivize healthy food retailers near schools.



HW-10.6 **Fast Food and Liquor.** Limit the number of fast food restaurants and liquor stores in areas with high existing concentrations of these uses. Adopt healthy food guidelines for access of high concentrations of these uses.

HW-10.7 **Local Tobacco Retail License with Annual Fee.** Explore the creation of a local tobacco retail licensing program to reduce minors' illegal access to tobacco. The annual license fee will fund routine inspections to ensure retailers are in compliance with tobacco retailing laws, particularly the laws prohibiting tobacco sales to minors. The annual license fee is fully cost-recovery and is capped by the costs of administering and enforcing the license provisions. Such annual fees are common for businesses that sell potentially dangerous products.

HW-10.8 **Healthy Food Retail Outlets.** Increase the ratio of healthy food retail outlets to unhealthy food retail outlets.

HW-10.9 **Healthy Food in Public Facilities and Events.** The City should become a leader in healthy food and set an example for the community by providing healthy food and beverage options in City facilities and at City-sponsored events, which includes vending machines, snack bars, and food and beverages served at meetings and events.

## Goal HW-11

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**Healthy eating habits are encouraged and supported through healthy eating messages.**

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### Policies



**HW-11.1 Informed Food Retailers.** Support education campaigns to inform food retailers and institutions that serve food to residents about healthy food options.

**HW-11.2 Educational Campaign.** Support education campaigns around nutrition and physical activity.

**HW-11.3 Healthy Food in Schools.** Work with school districts to ensure that healthy food options are available and more accessible than unhealthy food options in all El Monte schools. Collaborate on the development of a strategy to provide healthy food choices within schools and to minimize the sale of carbonated and sugar sweetened beverages, processed foods, foods containing trans fats, and foods of minimal nutritional value.



**HW-11.4 Edible School Yards.** Explore the potential feasibility for creating “edible school yards” that provide gardens and gardening programs on school property.



## AIR QUALITY

### Goal HW-12

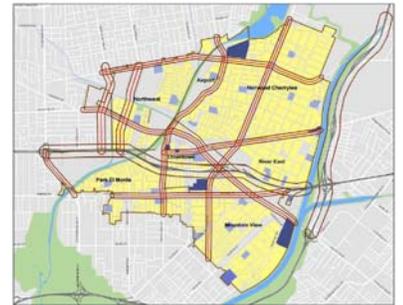
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**Land use patterns reduce driving, enhance air quality, and improve respiratory health.**

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#### Policies

- HW-12.1 **Walking, Cycling, and Transit Use.** Promote land use patterns that reduce driving rates and promote walking, cycling and transit use.
- HW-12.2 **Truck Routes.** Discourage locating truck routes on primarily residential streets.
- HW-12.3 **Air Quality Funding.** Pursue funding for and implement transportation projects that improve air quality.
- HW-12.4 **Low Emission Transit Vehicles.** Continue to promote and support transit improvements or facilities that are powered by electricity, alternative fuels (i.e., CNG or LNG), or that meet or exceed SULEV (Super Ultra Low Emissions Vehicle) emission standards.
- HW-12.5 **Air Pollution Mitigation.** Use landscaping, ventilation systems, double paned windows, or other mitigation measures to achieve healthy indoor air quality and noise levels in sensitive land uses.
- HW-12.6 **Municipal Fleet Purchasing Policy.** Continue to purchase or lease only fuel-efficient and low emissions vehicles. Include electric vehicle charging stations and priority parking for alternative fuel vehicles at all public facilities.
- HW-12.7 **Neighborhood Electric Vehicle Plan.** Explore creating a Citywide Neighborhood Electric Vehicle (NEV) plan, which would enable extensive use of NEVs, which are environmentally friendly, street-legal vehicles that look like golf carts but are built with additional safety features and operate at speeds up to 25 miles per hour.
- HW-12.9 **Air Quality Policies.** Support policies that reduce emissions of pollutants from stationary and mobile sources such as industrial facilities, motor vehicles and trains.



## ACCESS TO HEALTH CARE

### Goal HW-13

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**Convenient physical access to health care facilities for City residents and a wide range of healthcare, public health clinics, and mental health care facilities in and around El Monte.**

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#### Policies

**HW-13.1 Support Health Care Facilities.** Support existing and potential new health care services in the City through a variety of mechanisms including financial incentives such as reduced permit fees, reduced impact fees, and discounted property taxes.

**HW-13.2 Outreach and Education.** Serve as a resource to the community on the availability of health care options in and around El Monte. Include resources for the public about the location of health care facilities and mobile services, access to such facilities and available free and low-cost health care programs such as LA County's Healthy Way LA. Advertise multi-lingual information on the City's website and in a printed brochure.

**HW-13.3 Mobile Health Care.** Promote the use of mobile or remote health care (e.g., E-Health Care, Clinics on Wheels) to increase residents' access to health care.

**HW-13.4 New Health Care Facilities.** Recruit new health care facilities to the community including a hospital in or immediately adjacent to El Monte. Encourage the location of new facilities in locations that are well served by transit and designed to be transit-accessible and pedestrian-friendly.

**HW-13.5 Co-locate Physical and Mental Health Services.** Encourage the co-location of healthcare and mental health services to increase access to complete care.

**HW-13.6 Information Access.** Promote health and wellness programs offered in the City by various hospital and medical groups such as the AltaMed Medical Group, Greater El Monte Community Hospital, Kaiser Permanente Medical Center, and the El Monte Comprehensive Health Center, among others through the City's website.

## PUBLIC INVOLVEMENT AND PARTICIPATION

### Goal HW-14

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**Public education, collaborations, and meaningful public engagement in local decision making processes that promote positive health outcomes and the health and well-being of residents.**

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#### Policies

**HW-14.1 Greater Participation.** Invite and encourage individuals, youth, businesses and organizations in El Monte to participate in the decision-making process.

**HW-14.2 Regular Updates.** Regularly update the community about the progress of the General Plan implementation and health-related activities.

**HW-14.3 Community Health Events.** Sponsor and support a variety of community events focused on health and wellness such as jog-a-thons, weight-loss programs, fitness programs, and similar activities. Consider a health theme at summer and holiday activities.

**HW-14.4 Social Cohesion.** Encourage activities such as block parties and community-wide social events, that strengthen neighborhood social cohesion and the overall identity of the City

**HW-14.5 Healthy Community Events.** Implement Health and Wellness policies at existing community events. Waive the fee for health and wellness booths at existing community events.



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## End Notes

<sup>i</sup> L. Frank, *Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars*, Vol. 27, No. 2, American Journal of Preventive Medicine (2004). Page 90.

<sup>ii</sup> Understanding the Relationship between Public Health and the Built Environment, Prepared for the LEED\_ND Core Committee. May 2006. Pages 16 - 20.

<sup>iii</sup> <http://www.cdc.gov/obesity/causes/health.html> and [californiabreathing.org](http://californiabreathing.org)

<sup>iv</sup> 2007 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health. Weight status is based on Body Mass Index (BMI) calculated from self-reported weight and height. According to NHLBI clinical guidelines, a BMI < 18.5 is underweight, a BMI > 18.5 and < 25 is normal weight, a BMI > 25 and < 30 is overweight, and a BMI > 30 is obese. [REFERENCE: National Heart, Lung, and Blood Institute (NHLBI) [http://www.nhlbi.nih.gov/guidelines/obesity/ob\\_exsum.pdf](http://www.nhlbi.nih.gov/guidelines/obesity/ob_exsum.pdf)]

<sup>v</sup> Los Angeles County Department of Health Assessment and Epidemiology. 2007. "Preventing childhood obesity: The need to create healthy places. A cities and communities health report."

<sup>vi</sup> The percentage of overweight children in LA County was not available. Source: California Department of Education Physical Fitness Testing Program. Data not collected in 2000. Includes 5th, 7th, and 9th graders attending Los Angeles County public schools.

<sup>vii</sup> 2007 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health. The estimate is statistically unreliable (relative standard error • 23%) and therefore may not be appropriate to use for planning or policy purposes.

<sup>viii</sup> StateHealthFacts.org, a project of the Henry J. Kaiser Family Foundation ([www.statehealthfacts.org/profileind.jsp?cat=2&sub=22&rgn=6](http://www.statehealthfacts.org/profileind.jsp?cat=2&sub=22&rgn=6))

<sup>ix</sup> 2007 Los Angeles County Health Survey; Office of Health Assessment and Epidemiology, Los Angeles County Department of Public Health.

<sup>x</sup> California Office of Statewide Health Planning and Development (OSHPD) Patient Discharge Database. Numerator for rates is hospitalizations with a principal diagnosis using ICD-9 code 410. Denominator for rates is the estimated number of residents based on the ESRI Community Sourcebook of Zip Code Demographics. Rates are adjusted to the U.S. 2000 Standard Population.

<sup>xi</sup> U.S. Census American Community Survey (ACS) 2005-2007

<sup>xii</sup> Renee Martija, Alta Med Interviewed June 30, 2009.

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<sup>xiii</sup> City of El Monte, Circulation Element Draft Existing Conditions Report March 14, 2006, Prepared by The Mobility Group. Page 22.

<sup>xiv</sup> City of El Monte, Circulation Element Draft Existing Conditions Report, March 14, 2006, Prepared by The Mobility Group. Page 20 -21.

<sup>xv</sup> City of El Monte, Circulation Element Draft Existing Conditions Report, March 14, 2006, Prepared by The Mobility Group. Page 20 -21.

<sup>xvi</sup> L. Frank et al., 2000, *Linking Land Use with Household Vehicle Emissions in the Central Puget Sound: Methodological Framework and Findings*, Part D, Vol. 5, Transportation Research, *supra* note 11.

<sup>xvii</sup> The Trust for Public Land (<http://redtail.tpl.geocortex.net/ParkScore/html/ParkScoreAbout.htm>)

<sup>xviii</sup> *How to Create and Implement Healthy General Plans*, Published by Public Health Law & Policy and Raimi + Associates, 2008. Page B4.

<sup>xix</sup> California Center for Public Health Advocacy. "Searching for Healthy Food: The Food Landscape in California Cities and Counties." (January 2007). *Available at:* <http://www.publichealthadvocacy.org/RFEI/expanded%20methods.pdf>.

<sup>xx</sup> Shaffer A. "The Persistence of L.A.'s Grocery Gap: The Need for a New Food Policy and Approach to Market Development. Center for Food and Justice." May 2002.

<sup>xxi</sup> Morland, K., et al. "The Contextual Effect of the Local Food Environment on Residents' Diet," *American Journal of Public Health*, November, 2002.

<sup>xxii</sup> Mari Gallagher Research and Consulting Group "Examining the impact of food deserts on public health in Chicago," July 2006. *Available at:* [http://www.marigallagher.com/site\\_media/dynamic/project\\_files/Chicago\\_Food\\_Desert\\_Report.pdf](http://www.marigallagher.com/site_media/dynamic/project_files/Chicago_Food_Desert_Report.pdf)

<sup>xxiii</sup> Inagami S, et al. "You are where you shop: grocery store locations, weight, and neighborhoods." *American Journal of Preventative Medicine* 2006;31(1):10-17; Morland K. et al. "Supermarkets, other food stores, and obesity: the atherosclerosis risk in communities study." *American Journal of Preventative Medicine*. 2006;30(4):pp. 333-339.

<sup>xxiv</sup> Sturm R, Datar A. "Body mass index in elementary school children, metropolitan area food prices, and food outlet density." *Public Health*, September 2, 2005.

<sup>xxv</sup> Davis B, Carpenter C. "Proximity of Fast-Food Restaurants to Schools and Adolescent Obesity." *American Journal of Public Health*, 99(3):505-510, 2009.

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<sup>xxvi</sup> *How to Create and Implement Healthy General Plans*, Published by Public Health Law & Policy and Raimi + Associates, 2008. Page A2.

<sup>xxvii</sup> California Office of Statewide Health Planning and Development (OSHPD) Patient Discharge Database. Numerator for rates is hospitalizations with a principal diagnosis using ICD-9 code 410. Denominator for rates is the estimated number of residents based on the ESRI Community Sourcebook of Zip Code Demographics. Rates are adjusted to the U.S. 2000 Standard Population.

<sup>xxviii</sup> Pastor, M. Jr, Sadd J L, Morello-Frosch R, 2004, “Reading, writing, and toxics: children’s health, academic performance, and environmental justice in Los Angeles” *Environment and Planning C: Government and Policy* 22(2), pages 271-290.

<sup>xxix</sup> U.S. Department of Health and Human Services Agency for Healthcare Research and Quality, *National Healthcare Disparities Report*, pg. 112, Rockville, Maryland July 2003.