

Los Angeles County  
Metropolitan Transportation Authority

# Countywide Sustainability Planning Policy and Implementation Plan

Ad Hoc Sustainability Committee

October 15, 2014



**Metro**

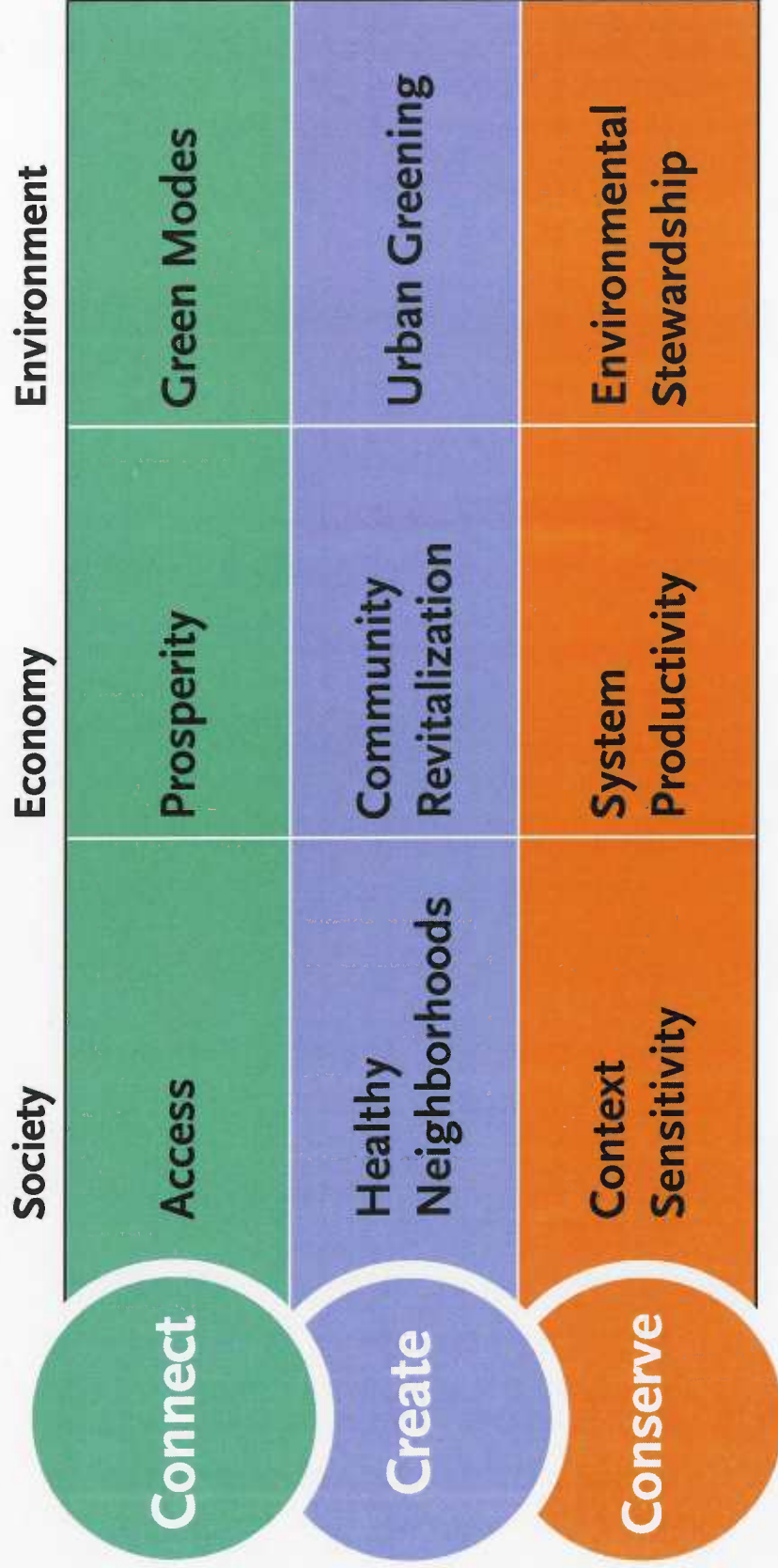
# Background

- **Adopted in December 2012**
- **Intended to follow up on SCAG RTP/SCS**
- **Establishes planning framework for incorporating sustainability in Metro activities**
- **Establishes implementation activities**



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# Planning Framework - Principles and Priorities



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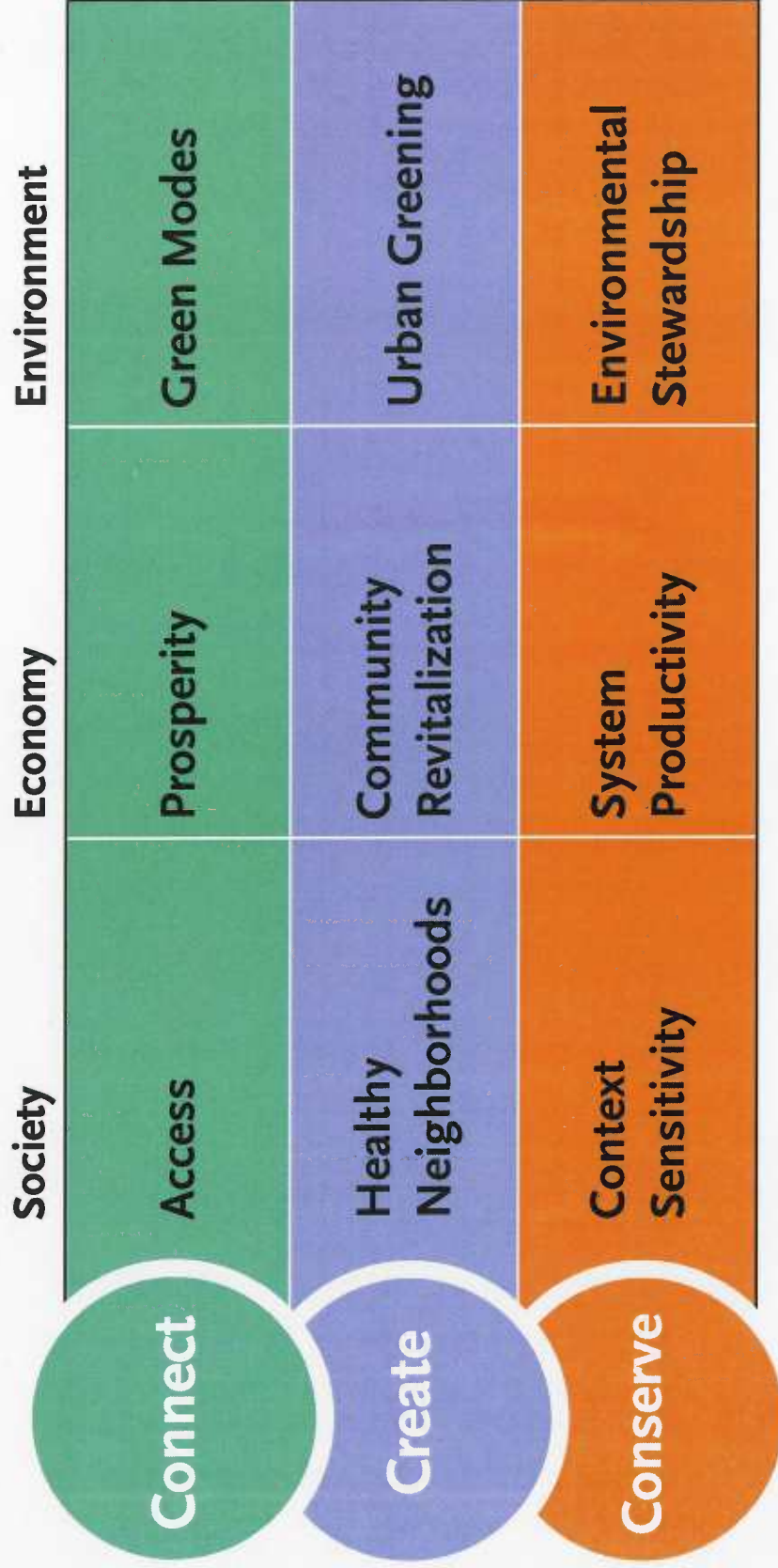
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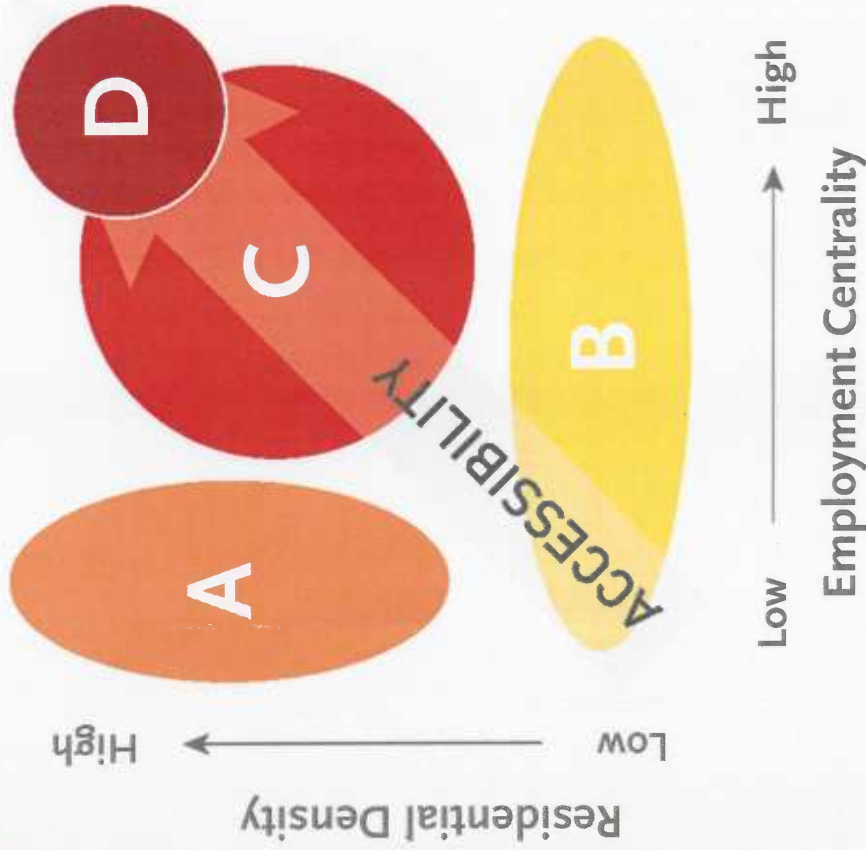
# Planning Framework - Principles and Priorities





# Planning Framework – Accessibility Clusters

DENSITY	SUMMARY	RESIDENTIAL DENSITY (HOUSEHOLD/RES ACRE)	JOB CENTRALITY	AVG ANNUAL VMT PER HH
Cluster A	Small districts and corridors with a higher density residential pattern, often serving as centers in lower density communities. While not as well-connected to the region's economic centers and the wide array of economic activity in the county as other clusters, these areas are good candidates for sustainable local travel.  <b>Examples include:</b> Agoura Hills, Claremont, La Crescenta-Montrose, Marina Del Rey, San Fernando, Santa Clarita and many communities in the South Bay Cities including Redondo Beach and San Pedro.	Medium-High	Low	20,477
Cluster B	All locations in Cluster B have low average residential density. The job centrality of these places is varied, as shown to the right. Low density makes these places predominantly auto-oriented. Nearby downtowns and compact neighborhoods may be appropriate places for transit investments.  <b>Examples include:</b> Bel Air, Granada Hills, La Cañada Flintridge, La Habra Heights, Malibu, Montebello, most communities in Palmdale, and Rancho Palos Verdes.	Low	Low-High	23,275
Cluster B Special Use Areas	High job centrality places where there is no housing or where housing is a minor component, such as large industrial zones, warehousing, ports, and airports. Also includes places serving recreational or entertainment purposes.  <b>Examples include:</b> Los Angeles International Airport, the Port of Los Angeles and the Port of Long Beach.	None/Very Low	High	23,275
Cluster C	Both residential and mixed-use areas near centers of economic activity that can support the growing use of active transportation and transit. Includes predominantly traditional single-family residential areas and historic downtown-adjacent neighborhoods with a compact feel.  <b>Examples include:</b> Burbank (west of I-5), Commerce, Lawndale, Van Nuys, and Venice.	Medium-High	Medium-High	18,717
Cluster D	Concentrations of economic, entertainment, and cultural activity, drawing large volumes of commuters and visitors every day. Host to a full range of horizontally- and vertically-mixed land uses, often with high capacity transit stations and corridors (present or planned).	High	High	15,988



# Implementation Plan- Review

- **Develop performance metrics**
- **Integrate Metro funding processes**
- **Pilot projects**
- **Community outreach**
- **Regional planning and policy development**



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# Progress to Date

- **First/Last Mile Strategic Plan**
- **Complete Streets Policy**
- **Highly successful first round ATP funding**
- **Improvements to Call-For-Projects**



# Upcoming Highlights

- **Sustainability Annual Report**
- **Safe Routes to School Strategic Plan**
- **Performance metrics/project evaluation tools**
- **Place-type demonstrations**
- **Cap-and-Trade**
- **Sustainability Summit**



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# Questions

**Contact Information:**

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**More Information:**

**<http://www.metro.net/projects/countywide-planning/>**



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