Sustainable Communities Planning Framework

Establishing a framework for embedding sustainability throughout Metro’s functions, using a Triple Bottom Line approach that recognizes its social, economic and environmental dimensions.
Defining the Opportunity

• Metro influences the travel choices and experience of more than 10 million people living, working, playing or just passing through the region.

• Transportation infrastructure is a defining element of every community; it has a large physical footprint, shapes development patterns, and has significant impacts on natural ecosystems.

• Metro employs 8,783 people, working at 35 facilities; operates more than 2,000 buses on 200 routes and 275 rail cars on five lines serving 70 stations; and more...
Purpose of Framework

• To drive Metro’s overall direction
• To inspire project design, creativity, and innovation
• To guide and communicate agency policy
• To serve as a basis for soliciting and evaluating proposals
Framework Components

- Principles
- Priorities
- Guidance
  - Universal examples
  - Examples specific to L.A. place types
- Metro Activities
- Outcomes
- Monitoring
Compact Communities

Smart Mobility Framework

Compact communities offer the Smart Mobility benefits associated with a strong presence of Community Design elements, but without the benefits of regional accessibility that are created by central location in a metropolitan region. Many Smart Mobility benefits can be achieved in compact communities. However, because these places are either outside of or peripheral to metropolitan regions, as well as being small concentrations of activity when compared to major urban cores, prospects for increased transit use and other benefits of regional accessibility are limited. Nonetheless, Community Design elements such as compact development form, land use mix, relatively high densities, and centrally-located public institutions create efficiencies and opportunities for walk and bike trips to be important modes and for average vehicle trip length to be shortened. Particularly in areas with nearby large employment centers, rideshare may be an important Smart Mobility mode, and its share may exceed transit share for commute trips.

Location efficiency is often higher in compact communities than in surrounding areas, which may be rural or agricultural lands or isolated suburban communities. The priority is on maintaining transportation facilities and services that contribute to location efficiency, and integrating those with supporting development features. Increased development footprint should be avoided unless there is significant population or economic growth that justifies urban expansion.

Reliability is provided through convenient walk and bike trips, and is likely to be a priority for transit operators given the fact that these areas typically cannot support high service frequency.

Key Activities:

- Designate areas where there are opportunities to improve location efficiency through an emphasis on location-efficient community design elements and on providing a range of multi-modal transportation facilities and services.
- Designate areas that will evolve to become compact communities. These will typically be either (1) suburban communities, corridors and centers outside of or peripheral to metropolitan regions, or (2) rural settlements appropriate for future urbanization.
## Low-Moderate VMT, Residential Place

Low-Moderate VMT (9,100 - 11,600 miles per household per year)  
Residential Neighborhood (0 - 33% jobs/jobs+residents)  
Vermont / Santa Monica  
Los Angeles, CA

### What factors can lower VMT in Vermont / Santa Monica?

<table>
<thead>
<tr>
<th>Metric</th>
<th>Vermont / Santa Monica</th>
<th>Compared to Normative Metric</th>
</tr>
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<tbody>
<tr>
<td>Average Block Size</td>
<td>6.6 acres/block</td>
<td></td>
</tr>
<tr>
<td>Residential Density</td>
<td>19 units/acre</td>
<td></td>
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<tr>
<td>Employment Proximity*</td>
<td>127,000 jobs nearby</td>
<td></td>
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<tr>
<td>Transit Access Index*</td>
<td>21 opportunities</td>
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</table>

[Lower than norm] [Higher than norm]
Sustainable Communities

**Metro Responsibility**

- **Mobility - services and programs**
- **Infrastructure & Assets**
- **Business Practices**

**Sustainability Principle**

- Connect people and places
- Create community value
- Conserve by doing more with less
## Sustainable Communities: Preliminary Principles

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<thead>
<tr>
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<td>Green Modes</td>
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## Connect People and Places: Priorities

<table>
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<tr>
<th><strong>Access.</strong></th>
<th>Link places to live and work with the county’s educational, cultural, visitor, natural, and health care destinations to satisfy Angelenos’ need for independent mobility regardless of age, income or physical ability.</th>
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<td><strong>Prosperity.</strong></td>
<td>Link people to jobs, businesses to their customer base and suppliers, and goods to markets.</td>
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<td><strong>Green Modes.</strong></td>
<td>Provide a clean regional transportation network that reduces greenhouse gas emissions, threats to public health and dependence on foreign oil.</td>
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Create Community Value: Priorities

**Healthy Neighborhoods.** Improve public health through traffic safety, personal safety, reduced exposure to pollutants, and walkable design.

**Community Revitalization.** Design and build transportation facilities that welcome appropriate development intensity and support social and economic activity.

**Urban Greening.** Bring the presence of nature into urban settings to create environmental value, improve community health, and contribute to placemaking.
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Conserve by Doing More With Less: Priorities

**Engagement.** Implement partnerships to leverage Metro assets, increase public support for Metro, and build Metro’s understanding of community priorities.

**Innovation.** Adopt new clean technologies, improving Metro’s programs and services and helping to spread innovation.

**Resource Efficiency.** Reduce material and energy use and increase recycling and environmentally preferable procurement.
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Next Steps: Analysis and Case Studies

• September-October – Performance Indicators, regional spatial analysis, local case studies, best practices

• November-December – Draft Framework and Supporting Tools

• January-February – Final Framework and Supporting Tools
Next Steps: Stakeholder engagement

- October – Workshop 1 & Technical Review
- November Board Report - Draft Framework
- January – Workshop 2
- February Board Report – Final Framework & Supporting Tools
Contact Information

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