

SB 375 Target Setting Process

Leadership Roundtable

**March 30, 2010
North LA County**



North Los Angeles Local Context



City of Lancaster



Downtown Lancaster

- Revitalized and improved as a place of historic, cultural, social, economic and civic vitality
- Destination place with a mix of commercial, retail, dining, entertainment, residential, and transit uses



Downtown Lancaster



Lancaster Museum and Art Gallery under construction adjacent to existing artist lofts.

Downtown Lancaster



Sagebrush Apartments and Bex Bar and Grill, featuring prominent plaza areas, under construction.

North Downtown Transit Village



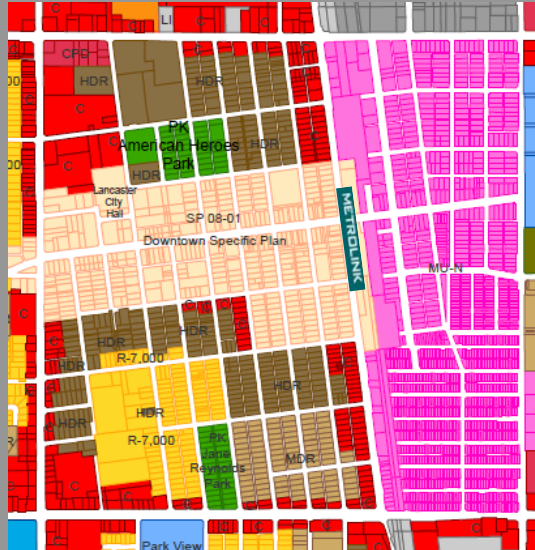
100-unit apartment, Poppyfield Estates, built in conjunction with mental health facility

North Downtown Transit Village



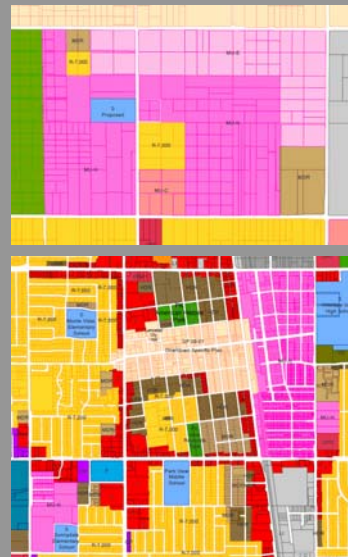
72-unit, Laurel Crest Apartments

Downtown Zoning



Mixed Use Zones

- Integrates a variety of land uses including residential, office, commercial, service and employment
- Developed in a compact manner, connecting varying uses and bringing them within close proximity of each other



Mixed Use Zones

- **Mixed Use-Neighborhood (MU-N)**
 - Emphasis on compact residential development, built in close proximity to daily commercial/office uses and services, offering pedestrian connections using grid street patterns and trails
- **Mixed Use-Commercial (MU-C)**
 - Fully integrated residential and commercial mixed use development, characterized by “destination features” and social gathering areas
- **Mixed Use-Employment (MU-E)**
 - Non-retail employment uses in close proximity to residential uses, including live-work units

City of Palmdale

Palmdale Transit Village Specific Plan

- ❖ Transportation Oriented Development
- ❖ Provide transportation choices
- ❖ Provide housing choices
- ❖ Create a safe, walkable neighborhood



Palmdale Metrolink Station





Wright Brothers Court Housing Project



COMMUNITY DEVELOPMENT ASSOCIATES

© 2011 Community Development Associates, Inc. All rights reserved.

PALMDALE TRANSIT VILLAGE



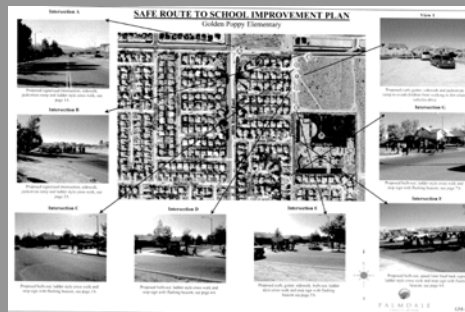
Energy Efficiency & Conservation Block Grant Projects



1. Energy Efficiency & Conservation Strategy
2. Climate Action Planning (includes GHG Inventory)
3. LED Lighting Retrofit
4. Energy Efficient Roof Rehabilitation

EECBG Projects (Cont.)

5. Safe Routes to School
6. Traffic Signal Synchronization
7. Video Conferencing Center
8. HVAC Replacement
9. AB 811 Outreach



Develop a CAP

- Climate Action Plan contains:
 - Major sources of Greenhouse Gases
 - GHG Reduction Target
 - GHG Reduction Measures
 - Adaptation Measures
 - Implementation Plan

Renewable Energy / Sustainability Projects



Forever light Area System





City of Santa Clarita

SB 375: OVOV Consistency

- **OVOV Creates more Transit-Oriented Development*:**
 - Incorporates Mixed-Use land use designation
 - Incorporates a greater concentration of intensive land uses along transportation corridors
 - Creates a valley of village environments
 - Encourages more pedestrian and alternative transportation
 - Reduces VMT

SB 375: OVOV Consistency

- **OVOV Enhances the Jobs/Housing Balance*:**
 - Establishes a jobs/housing target of 2 to 1 for new development
 - Enhances pedestrian and alternative transportation
 - Will **increase** the number of jobs in the Santa Clarita Valley while **decreasing** VMT
 - Disperses employment centers throughout the City

* When comparing the existing General Plan build-out scenario vs. the proposed OVOV build-out scenario.

Project Examples: Soledad Village



Santa Clarita Metrolink Station

Soledad Village
Master Landmark Plan

Project Examples: Valencia Town Center Square



Project Examples: Vista Canyon Ranch



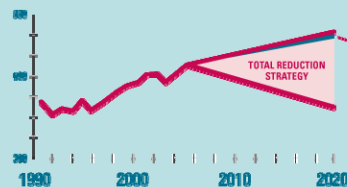
County of Los Angeles

SB 375 Background and Target Setting Process Overview



Climate Change Legislation – AB 32

- Signed into law in 2006, requiring CA to reduce Greenhouse Gas (GHG) emissions to 1990 levels by 2020
- Our existing policies need to be adjusted in order to meet the target and reduce GHGs
- Small changes have big impacts



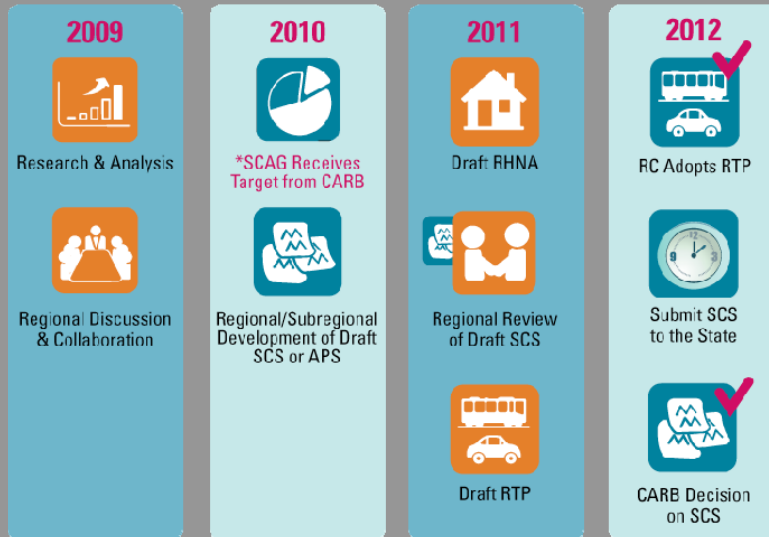
ESTIMATED SCAG ALLOCATION

=



EQUIVALENT TO THE EMISSIONS OF 450,000 CARS IN ONE YEAR

SB 375 Timeline



Target Setting Process

- California Air Resources Board (ARB) seeks to identify an SB 375 target that complies with AB 32 and is both “ambitious” and “achievable”.
- ARB suggests that each region, SCAG included, submit a preliminary target recommendation.
- SCAG is collaborating with jurisdictions to develop reasonable growth forecasts and identify the local level of commitment to various GHG-reducing land use and transportation strategies.
- SCAG will compile and model this input to develop a potential target range through technical analysis of available strategies.
- SCAG will submit a preliminary target recommendation to ARB (April 2010) based on balancing considerations, including your input.

Target Setting A Balancing Act

A target we can meet

- Avoid over-extending / over-committing our partners
- Protect integrity of the RTP and transportation funding

VS

Putting our “best foot forward”

- Reflect actual progress made in our region
- Demonstrate good faith
- Be competitive with other regions



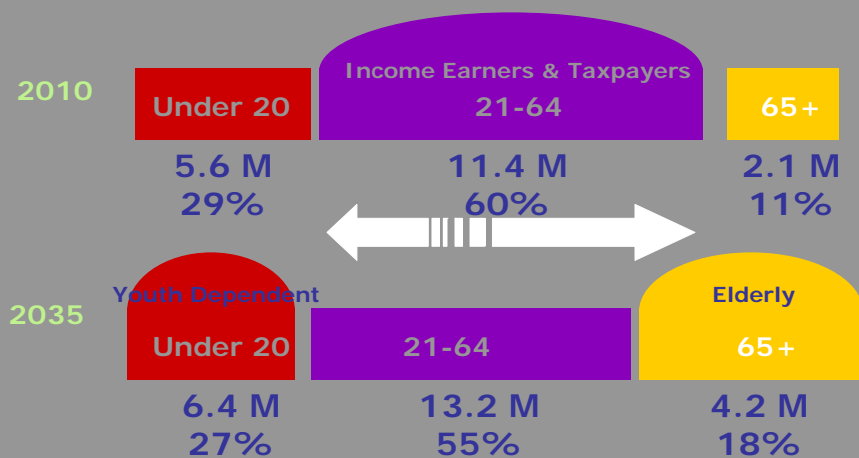
Target Setting – Collaborative Process

1. Flexible roles and responsibilities
2. No local or subregional target
3. SCAG does not dictate local land use

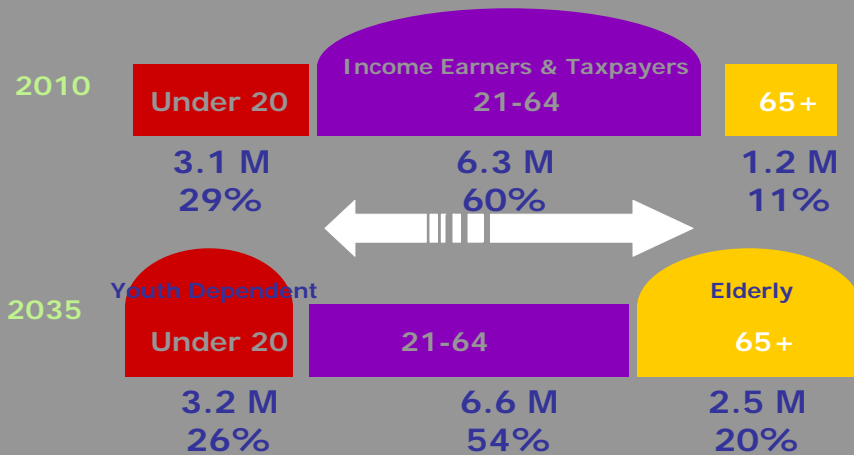
Target Setting Other Considerations

- Federal transportation planning requirements
 - Financial constraints
 - Air quality conformity
- County Transportation Commissions (CTCs)
 - Ensure transportation funding is not jeopardized
 - Collaborate to fund projects that enable successful compliance with SB375
- Political will of cities and counties to plan local land use and transportation strategies consistent with SB375.

Huge Shift in Ages of Population: SCAG Region

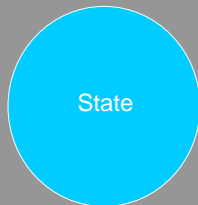


Huge Shift in Ages of Population: Los Angeles County



Different Words = Common Goals

Reduced Vehicle Miles Traveled (VMT) = Increased tax base = Saving money
 = Improved mobility = Less time in traffic
 Reduced Greenhouse Gas (GHG) Emissions = Livable and sustainable neighborhoods = Safe, healthy community
 = Healthy vibrant places



Common Goals with a Range of Strategies

- SB 375 requires regional Sustainable Communities Strategy (SCS)
- Includes these three related strategy approaches
 - Land use planning
 - Transportation policies
 - Transportation investments



Prevalent Strategies

- Increasing infill and development in areas with existing infrastructure
- Increasing residential/commercial density near transit
- Locating major regional activity centers near existing development in strategic opportunity areas
- Compact building design with a mix of uses



Lancaster General Plan & Zoning Code specifies development fees that increase with distance from urbanized centers
Source: City of Lancaster General Plan

Increasingly Common Strategies

- Increasing opportunities for redevelopment or reuse
- Making developments transit ready
- Improving bicycle and pedestrian infrastructure
- Using intelligent transportation system technologies, signal prioritization for buses



TOD District adjacent to existing Newhall Metrolink Station
Source: Old Town Newhall Specific Plan

Emerging Strategies

- Local housing for local workforce
- Alter parking requirements & supply
- Integrate affordable & market rate housing
- Expand the transit network and improve transit facilities
- Improve linkages between travel modes
- Locate schools in neighborhoods with student populations



Riverpark Apartments Workforce Housing in Santa Clarita
Source: City of Santa Clarita



Antelope Valley Transit Commuter Transit
Source: Antelope Valley Transit

Cutting Edge Strategies

- CBD/Activity Center on-street parking
- Higher tax on free private parking
- Shared parking
- Cordon pricing (i.e., London)
- Non-motorized zones



Valencia Town Center
Source: Argonaut Company Website

Draft Regional Scenario Modeling Results

Scenario	VMT (per capita, miles driven/day)	GHG (per capita, lbs/day)	GHG Reduction (from Base Year 2005)
Base Year 2005	21.84	21.45	n/a
2020 Local Input / General Plan	20.74	19.49	9.1%

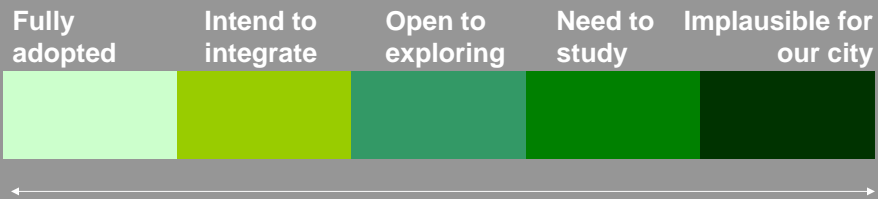
Range of Achievability

What can the SCAG region achieve?



Range of Achievability

What can your jurisdiction achieve?



Mixing Land Uses

Planning mixed use buildings and neighborhoods, i.e. housing, retail, jobs.

Suggested benefits:
Healthy and walkable communities, increased tax revenue



Arbor Grove Mixed Use Apartments, Lancaster Ca.
Source: Cal Mor Construction

What is your jurisdiction's approach to this strategy?

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city

Focusing New Growth Near Transit

Focusing new housing and jobs growth within a ½ mile of existing and planned transit stations.

Suggested benefits:
More travel choices, shorter commutes, reliable travel times



TOD Housing, Old Town Newhall Metrolink Station
Source: Old Town Newhall Specific Plan

What is your jurisdiction's approach to this strategy?

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city

Increasing Housing Densities within Employment Areas

Increasing housing densities near jobs and employment centers.

Suggested benefits:

Shorter commutes, reduced trips and VMT, reduced GHG

What is your jurisdiction's approach to this strategy?

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city



The Commons Mixed-Use commercial and Residential in Santa Clarita
Source: Landau Partnership Architects

Prioritizing Infill Development

Increasing infill and development in areas with existing infrastructure.

Suggested benefits:

Saving infrastructure resources
Conserving open space
Reducing VMT



Lancaster Downtown Specific Plan Districts
Source: Lancaster Downtown Specific Plan

What is your jurisdiction's approach to this strategy?

1. Fully adopted in our plans and policies
2. Intend to integrate into our current and future plans
3. Open to exploring this strategy
4. Need to study/assess this further before pursuing
5. Implausible for our city

Transportation Investments

Which Transportation Investment is the most critical to achieve our goals?

1. Transit system expansion
2. Complete streets (bike/ped infrastructure improvements)
3. Traffic calming
4. Safe routes to schools

Transportation Systems Management (TSM)

Which TSM strategy is the most critical to achieve our goals?

1. Parking management (e.g. maximum parking, shared parking)
2. Operational improvements to relieve bottlenecks
3. Ramp metering
4. Speed limit reductions
5. Traffic signal coordination (ITS)
6. Signal prioritization for transit
7. Transit service improvements (e.g. fewer stops, express service)

Transportation Demand Management (TDM)

Which TDM strategy is the most critical to achieve our goals?

1. Parking pricing management
2. Telecommuting and alternative work schedules
3. Vanpooling
4. Vehicle Sharing (e.g. car sharing, bike sharing, park and ride lots)
5. Road pricing measures (HOT lanes, congestion pricing, VMT pricing)

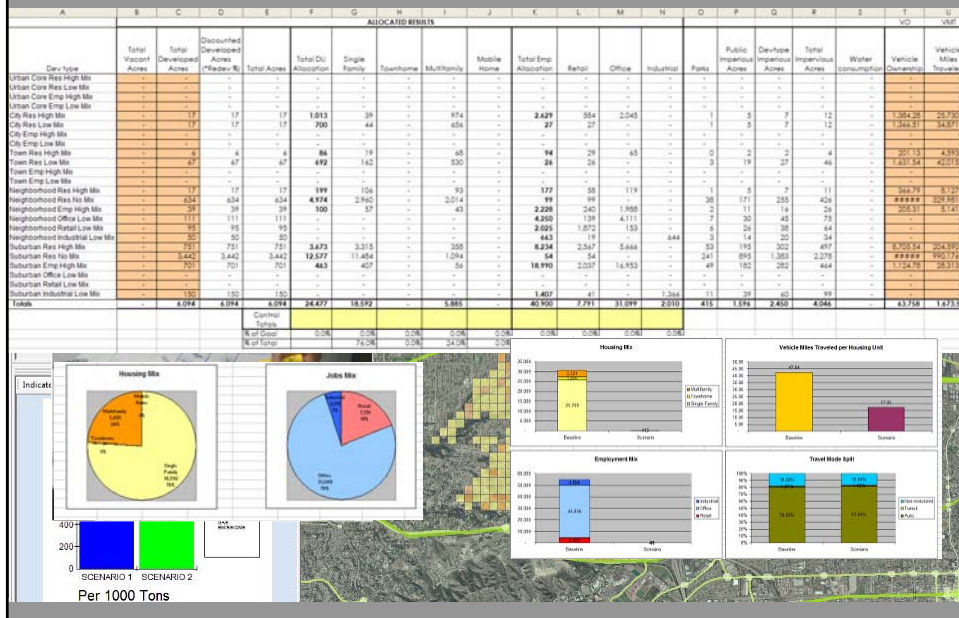
How SCAG Can Help

- SCAG's tools to quantify and assess benefits of policies
 - Local sustainability model
 - ROI model
 - Other services

Local Sustainability Tool

- Allows for rapid development and testing of land use options
- Complex analysis with user-friendly interface
- Measures crucial indicators, e.g. VMT, GHG, Density
- Provides transparent review and input of regional forecasts

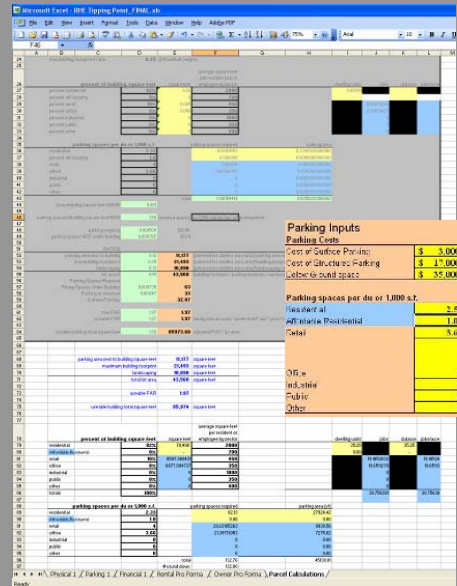
Local Sustainability Tool



Return-on Investment Analysis

Tests the effect of different zoning & regulatory policies on prototype buildings using a development pro forma

Projects the hypothetical **profit for developers** & the **fiscal impact to cities**.



Other SCAG Services

- Best practices guide with information on strategies and policies
- Data resources
- Mapping and GIS assistance and training
- Housing and land use policy expertise
- Transportation strategies expertise
- Compass Blueprint assistance

Partnering with North County Transportation Coalition

- Transportation investments
- Coordination opportunities

Next Steps

- **SCAG receives input from local stakeholder sessions to inform recommended GHG emission reduction target (underway)**
- **SCAG** submits target recommendation to **ARB** (May 2010)
- **ARB** releases draft target (June 2010)
- **ARB** releases final target (Sept 2010)
- **SCAG** conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)
- **SCAG** releases draft SCS for public review and comment via extensive (mandatory) public participation process (Nov 2011)
- **SCAG** submits final SCS to **ARB** for approval

Next Steps

- SCAG receives input from local stakeholder listening sessions to inform recommended GHG emission reduction target (underway)
- **SCAG submits target recommendation to ARB (May 2010)**
- **ARB** releases draft target (June 2010)
- **ARB** releases final target (Sept 2010)
- **SCAG** conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)
- **SCAG** releases draft SCS for public review and comment via extensive (mandatory) public participation process (Nov 2011)
- **SCAG** submits final SCS to **ARB** for approval

Next Steps

- SCAG receives input from local stakeholder listening sessions to inform recommended GHG emission reduction target (underway)
- **SCAG** submits target recommendation to **ARB** (May 2010)
- **ARB releases draft target (June 2010)**
- **ARB** releases final target (Sept 2010)
- **SCAG** conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)
- **SCAG** releases draft SCS for public review and comment via extensive (mandatory) public participation process (Nov 2011)
- **SCAG** submits final SCS to **ARB** for approval

Next Steps

- SCAG receives input from local stakeholder listening sessions to inform recommended GHG emission reduction target (underway)
- **SCAG** submits target recommendation to **ARB** (May 2010)
- **ARB** releases draft target (June 2010)
- **ARB releases final target (Sept 2010)**
- **SCAG** conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)
- **SCAG** releases draft SCS for public review and comment via extensive (mandatory) public participation process (Nov 2011)
- **SCAG** submits final SCS to **ARB** for approval

Next Steps

- SCAG receives input from local stakeholder listening sessions to inform recommended GHG emission reduction target (underway)
- **SCAG** submits target recommendation to **ARB** (May 2010)
- **ARB** releases draft target (June 2010)
- **ARB** releases final target (Sept 2010)
- **SCAG conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)**
- **SCAG** releases draft SCS for public review and comment via extensive (mandatory) public participation process (Nov 2011)
- **SCAG** submits final SCS to **ARB** for approval

Next Steps

- SCAG receives input from local stakeholder listening sessions to inform recommended GHG emission reduction target (underway)
- **SCAG** submits target recommendation to **ARB** (May 2010)
- **ARB** releases draft target (June 2010)
- **ARB** releases final target (Sept 2010)
- **SCAG** conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)
- **SCAG releases draft SCS for public review and comment via extensive (mandatory) public participation process (Nov 2011)**
- **SCAG** submits final SCS to **ARB** for approval

Next Steps

- SCAG receives input from local stakeholder listening sessions to inform recommended GHG emission reduction target (underway)
- **SCAG** submits target recommendation to **ARB** (May 2010)
- **ARB** releases draft target (June 2010)
- **ARB** releases final target (Sept 2010)
- **SCAG** conducts subregional Sustainable Communities Strategy (SCS) workshops (Summer 2010 – Spring 2011)
- **SCAG** releases draft SCS for public review and comment via extensive (mandatory) public participation process (Nov 2011)
- **SCAG submits final SCS to ARB for approval**

Register Now!

May 5th - 7th, 2010

La Quinta Resort & Club
49 - 499 Eisenhower Drive, La Quinta, California 92253

To secure your place, please register online
and send payment by April 30, 2010

For more information, please contact
Linda Jones at (213) 236-1912 or jonesl@scag.ca.gov



2010 SCAG REGIONAL CONFERENCE & GENERAL ASSEMBLY
Moving Forward – Planning Together

Roundtable Discussion

1. Review of results of strategies survey
2. Discussion of other critical strategies and policies
3. Target setting process discussion
4. How SCAG can help: tools, services, best practices, services
5. Partnering with County Transportation Commissions

**Thank you for your
participation**

