Sponsored by: Caltrans Metro

For More Information

Following are resources that offer more in-depth information on reducing transportation-related GHG emissions in station areas. These resources can be found at www.latod.reconnectingamerica.org.

Strategy	Measures to Look At	Resources
Increase Density	• Existing Density in a Station Area • Developable Land	• Typology Matrix • Station Profile Sheets Parcel Map • LOTS Database • Regional Screen Map with Development Opportunity
Mix Land Uses	• Current Mix of Land Uses • Community Amenities in a Station Area	• Typology Matrix • Station Profile Sheets Amenities Map
Improve Walkability	• Block Size in a Station Area • Mobility Barriers in a Station Area	• Station Profile Sheets Mobility Map • Regional Screen Map of Block Sizes
Enhance Access to Job Centers, Regional Destinations	• Proximity and Regional Transit Links to Existing Job Centers	• Employment Clusters Map
Offer High Quality Transit Options	• Housing + Transportation Affordability Index	• CNT's H+T Index (www.htaindex.cnt.org) • SCAG H+T Index Toolkit (http://www.compassblueprint.org/toolbox/affordabilityindex)

Who We Are: The Center for Transit-Oriented Development (CTOD) is the only national nonprofit effort dedicated to providing best practices, research and tools to support market-based transit-oriented development. We partner with both the public and private sectors to strategize about ways to encourage the development of high-performing TOD projects around transit stations and to build transit systems that maximize the development potential. Learn more at our website: www.reconnectingamerica.org.

Our Work in Los Angeles: Working with the City of Los Angeles, LA Metro and other stakeholders to better understand the dynamics of transit and development around all 70 (existing and planned) stations in the city, we have developed a set of tools used to analyze station areas in Los Angeles for their potential for TOD. Find out more at the project website: www.latod.reconnectingamerica.org.

i Center for Neighborhood Technology, 2010.
ii 2007 APTA Transit Factbook.
iii Pisarski, Alan. Commuting in America III.
iv SCAG, Center for Transit-Oriented Development, "Compass Blueprint Case Study: El Monte Transit Village," March 2008. Accessible at http://www.compassblueprint.org/files/htai_elmonte.pdf.
v U.S. Census Bureau, 2000; Center for Transit-Oriented Development TOD Database.
vi Ibid.
vii Peter Newman and Jeff Kenworthy. "Urban Design to Reduce Automobile Dependence," Opolis, v. 2 no 1, 2006.
viii Pushkarev, Boris & Zupan, Jeffrey. Public Transportation and Land Use Policy. Regional Plan Association 1977.

Bringing TOD to Scale in Los Angeles

TOD & SB 375

www.latod.reconnectingamerica.org

Why is TOD Important to SB375?

Senate Bill 375 will require the Los Angeles region to reduce its transportation-related greenhouse gas emissions (GHG) by state-mandated levels through integrated land use, housing, and transportation planning. There are clear and demonstrable relationships between living and working near transit, and reducing GHGs:

Location Matters: By living within a half mile of public transportation, you can reduce vehicle-related GHG emissions by up to 43 percent. By living in a downtown-type of environment, near jobs, housing, transportation, shopping, and services, you can reduce emissions by up to 78 percent.[i] These places enable households to drive less and drive shorter distances, which directly contribute to reducing emissions.

Connecting Destinations to Transit is Key: Nationally, almost 60 percent of transit trips are completed for work purposes.[ii] And though the work trip only makes up 18 percent of all trips, it is on average the longest trip commuters generally make in a day.[iii] Thus connecting people to their jobs via transit can have a huge impact on reducing the number of miles they drive, thus reducing emissions.

Transit Alone is Not Enough: Connecting people to transit is a critical strategy for reducing transportation-related GHG emissions. But offering walkable communities with access to daily shopping and service needs, in addition to regional transit options, can make a tremendous difference. For example, in a local calculation completed for SCAG, adding significant amounts of retail and residential density to the El Monte Transit Hub – without any improvements to transit – could cut the amount of driving local households do by a third. [iv]

How is Los Angeles Performing Today?

There are 71 existing and under construction fixed-guideway (light rail and BRT) stations within the City of Los Angeles alone. Many of these station areas offer local residents the ability to live in a less auto-dependent way, thus enjoying lower rates of vehicle-related GHG. For example:

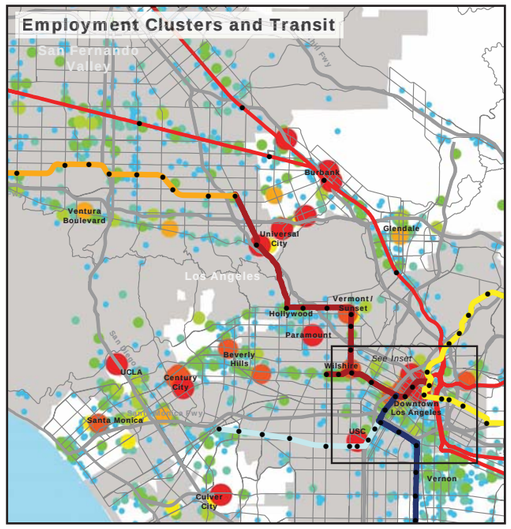
Lower Car Ownership: Two-thirds of households living near transit in LA own one or fewer cars, compared with 46 percent of the region.[v]

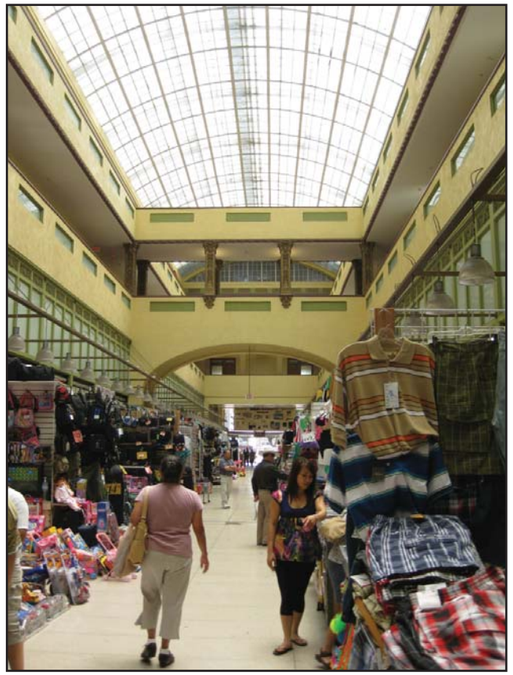
More Transit Commutes: Nearly one-quarter of commuters living near transit in LA take transit, walk, or bike, compared with just 8 percent of the region.[vi]

More Places That Support a Car-Free Lifestyle: Station intensity (the number of people who live and work in a station area) plays a major role in supporting reduced auto-dependence. Twenty stations in the city are intense enough to potentially support car-free living, including the Soto Station in Boyle Heights, the Wilshire/Western station in Koreatown, and all of the downtown stations.

Many Connected Destinations: Many regionally important job, entertainment, educational, and institutional destinations are already linked on the transit system. About 22 percent of the jobs in LA County are within walking distance of high quality, fixed-guideway transit.

A Funded Plan for Improving Transit: Voter-approved Measure R will raise $30 billion to fund 11 new rail and bus extensions, the largest local initiative to support transit funding in the United States.





How Can We Further Use TOD to Reduce Emissions?

Simply concentrating regional growth near LA's most transit-rich stations will enable more households to minimize their transportation-related GHG emissions. But there are many other proven methods of reducing per-household emissions, including:

Increase Residential Density: There is a proven relationship between density and reduced auto-dependence. Even small increases in density can have a significant impact on reducing GHG emissions. Increasing the number of people who live in the half-mile radius around stations from 7,000 to 12,000 – which equates to an increase in gross density of 3 to 5 units per acre – can reduce per-household vehicle miles traveled by 30 percent.[vii]

Add Local Shopping and Services: Increasing the mix of uses in a station area can enable households to drive less to take care of daily needs.

Improve Walkability: Enabling residents and workers to walk and bike is just as important as providing transit service.

Enhance Access to Job Centers and Other Regional Destinations: Concentrating jobs near transit is the most effective way to increase transit's share of commute trips. One study showed that doubling the job density of a downtown boosts transit trips three to four times more than doubling the residential density of nearby stations.[viii]

Offer Higher Quality Transit Options: Improving the frequency of bus and rail service can also increase the number of trips that residents will consider taking on transit, instead of by car.

What is the Relationship Between Affordable Housing and SB375?

To achieve SB375 goals, growth and development will need to be concentrated in neighborhoods that are transit-rich and walkable, with retail and service amenities. Fortunately, there is growing evidence that these are also the types of neighborhoods where people increasingly want to live.

Currently, most of the regional light rail and BRT stations with these characteristics are in the City of Los Angeles, and they are home to many low and moderate-income households who rely on transit. With growing demand for housing in these neighborhoods, home prices will continue to escalate out of reach of these transit dependent households, potentially forcing them to move to areas with fewer transit options. Therefore, it is critical to consider affordable housing and housing preservation strategies as a core component of implementing SB375.

SB 375 acknowledges the need for coordinating transportation and housing strategies, and encourages regions to focus more of their regional housing need allocations to transit rich areas. SB375 will require cities to take an even more proactive and coordinated approach with new housing development as well as the preservation of existing multifamily properties.

For more information on affordable housing and TOD, please refer to the "Affordable Housing" fact sheet.