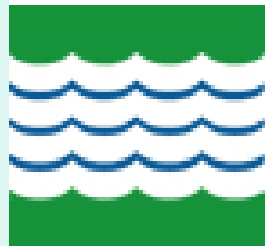


Los Angeles County Sustainability Summit

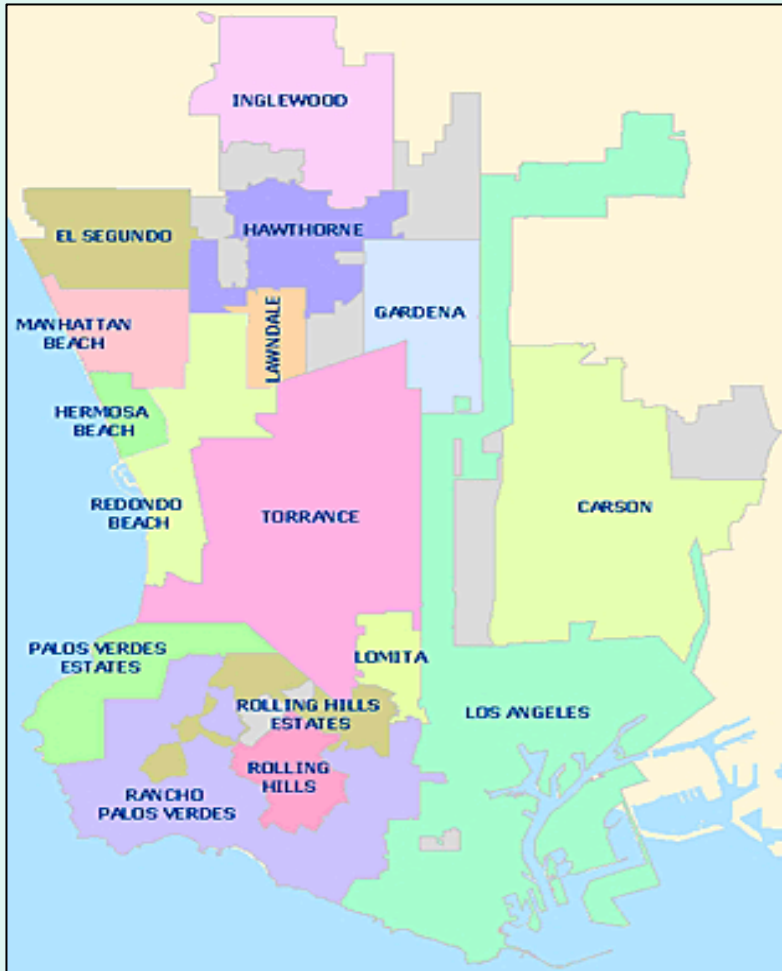
Your Community: Smart Growth and Community Development



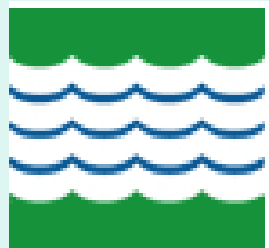
Barbara Dye

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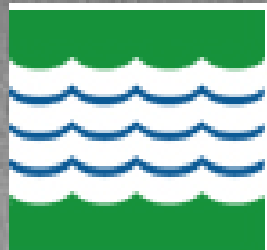
The South Bay Cities Council Of Governments (SBCCOG) is a joint powers authority of 16 cities that share the goal of maximizing the quality of life and productivity of our area.



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**SBCCOG
Committees &
Working Groups
related to Community
Development**

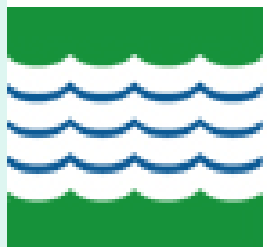


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TRANSPORTATION AND LAND USE

This Committee works to:

- Perform transportation studies which lead to roadway improvements
- Secure federal funds for transportation projects
- Conduct goods movement studies to help cities improve the flow of goods
- Work with transit providers to coordinate transportation services
- Promote South Bay interest in livable community concepts by providing resources to cities and the general public as well as facilitating studies that answer the question, “How does mixed-use work in the South Bay?”

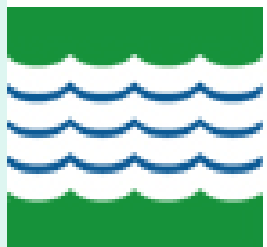


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South Bay Energy Savings Center

- Local clearinghouse of information and education regarding saving water, energy and money through efficiency and smart technology.
- Works with public agencies to achieve hard energy savings and assists with rebate and financial incentive information.
 - Offers free workshops for residents, businesses and public agencies.
 - Partnership program with SCE, The Gas Co. and separately contract with West Basin, Torrance Water and Los Angeles Co. Sanitation Districts.

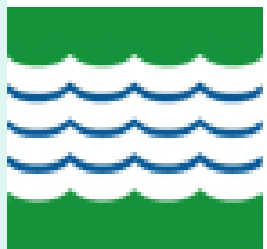


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Green Task Force

The South Bay Cities Green Task Force is an advisory group that serves as a clearinghouse for policies, programs and projects on energy efficiency, air quality, resource conservation and climate action steps.

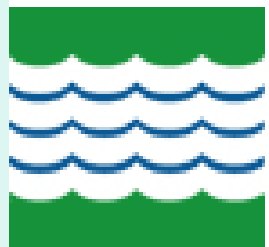


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Transportation Committee

This committee:

- reviews transportation issues including aviation and transit and recommends policy to the Board of Directors.
- monitors public transit in the South Bay and reviews coordination and needed improvements to transit systems.
- reviews regional transit projects and transportation plans as they affect the South Bay and
- promotes Transportation Demand Management (TDM) projects such as vanpools and carpools.

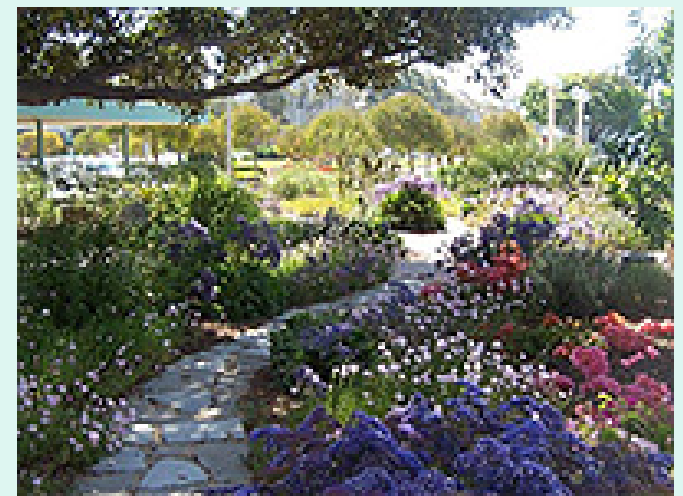


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Livable Communities Working Group

The Livable Communities Working Group's goal is to inform and educate our member cities and staff on the components of quality neighborhoods and commercial centers.

This Working Group looks at strategies to re-shape and re-develop existing areas to enhance their appearance, improve transportation opportunities and air quality as well as addressing overall quality of living.



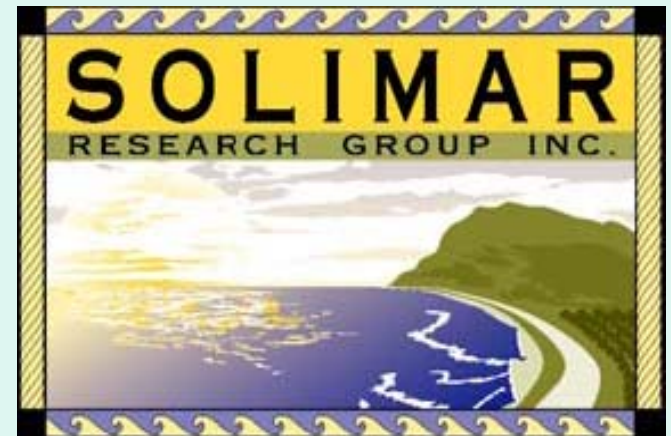
Research Program leads to draft South Bay Guidebook

- Over the past three years, the South Bay Cities Council of Governments has been engaged in an effort to understand how mixed-use districts in the South Bay really work.
- The purpose of the project was to identify strategies for dealing with additional growth and density that are tailored to the South Bay and its cities. Our focus is on finding strategies that will allow additional housing to be accommodated while minimizing the traffic impact.



The research was done by Solimar Research Group, which specializes in research and policy analysis on land use and related issues.

The Guidebook is based on extensive research on eight different horizontal mixed-use districts throughout the South Bay



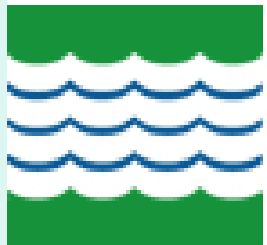
Four “Centers”

- Riviera Village in Redondo Beach,
- Downtown Torrance,
- Downtown El Segundo,
- Downtown Inglewood



Four “Corridors”

- Hawthorne Boulevard in Hawthorne,
- the area around Hawthorne Boulevard and Pacific Coast Highway in Torrance,
- Artesia Boulevard in Redondo Beach, and
- Gardena Boulevard in Gardena



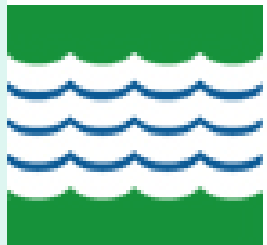
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Research Methods

- The research team collected demographic and housing data, parcel and building data from the Los Angeles County Assessor, business data, pedestrian data, and traffic and bus ridership.
- The research team also conducted three different types of surveys: a survey of residents, a survey of employees, and a “sidewalk survey”.



Conclusions



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1. Almost Everybody Drives to Work

Typical of metropolitan Los Angeles, about three-quarters of the residents of our study areas drive to work alone, and they travel close to a half-hour to reach their jobs. Most of the remaining one-quarter of the residents either carpool or work at home. Few employees commute by public transit, bicycling, or walking. There appears to be more public transit use among lower-income residents.



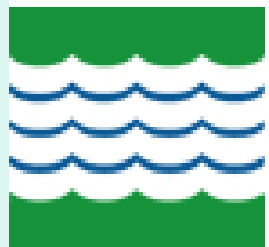
2. Transportation Performance Is Improved Through A Concentration of Many Activities, Not Just Additional Housing Density

- The mere introduction of more housing density does not necessarily alter people's travel habits.
- Our research contains considerable evidence that a concentration of activities, rather than just higher housing densities, can have an impact on transportation performance.
- The more that housing, employment, and certain types of retail and service activities are located in close proximity to one another, the more likely nearby residents are to patronize their local area and the more likely they are to walk, rather than drive, for their daily errands.



3. Transportation Performance Is Improved Through a Specific Mix of Retail Businesses

It is clear that the presence of retail businesses in a mixed-use district can make a mixed-use district more attractive to surrounding residents and affect both their travel patterns and the mode of transportation they use. However, it is not the mere *presence* of retail businesses that makes the biggest difference. Rather, the presence of certain *types and combinations* of retail businesses affects performance.

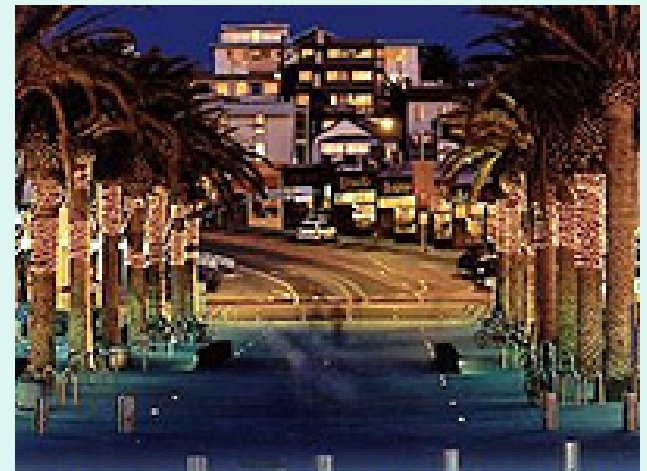


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4. Centers and Corridors Are Different

- Because the business district in a center is several blocks deep, businesses are organized in a more concentrated way. Among other things, this appears to reduce the overall “trip length” for nearby residents, because they do not have to travel up and down a corridor to reach an individual business.
- Corridors, by contrast, are designed to provide businesses and services primarily for those traveling up and down the arterial street.

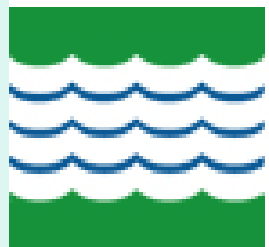


5. Some People Will Always Drive

Even in those mixed-use districts with high-density housing, a good mix of retail businesses, and a pedestrian-friendly environment, 25% to 40% of nearby residents still drive from their homes to the businesses in the district. In the case of corridors, most people drive to the nearby business district even when it is extremely close. The bottom line is that in both cases, a large percentage of nearby residents drive $\frac{1}{4}$ of a mile or less to their destination.



Ways to create or enhance mixed-use districts that create a concentration of activities in small geographical areas



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Strategy 1: Focus on concentration, not density

Cities should focus on creating a dense concentration of activities of all kinds in the mixed-use district – not just housing but also employment, shopping, and recreational and civic uses. This can be accomplished through a variety of means, including:

1. *Locate new civic institutions in the mixed-use district, or leverage new projects off of the presence of such institutions already there.*
2. *Intensify employment as well as housing in the mixed-use district.*
3. *Maintain a diverse mix of land uses within the mixed-use district.*



Strategy 2: Focus on “horizontal mixed use” as well as “vertical mixed use”

In the mostly suburban-scale setting in the South Bay, mixed-use buildings should not be viewed as the only solution. The whole concept of “mixed use” does not necessarily mean uses must be placed on top of each other. Rather, uses can also be placed in extremely close proximity to one another and provide similar travel benefits. The horizontal strategy is especially useful in locations where building height is a sensitive political issue, because it permits housing density and a concentration of activity without requiring tall buildings.



3. Transportation Performance Is Improved Through a Specific Mix of Retail Businesses

It is clear that the presence of retail businesses in a mixed-use district can make a mixed-use district more attractive to surrounding residents and affect both their travel patterns and the mode of transportation they use. However, it is not the mere *presence* of retail businesses that makes the biggest difference. Rather, the presence of certain *types and combinations* of retail businesses affects performance.



South Bay cities must take a more hands-on approach to guiding the retail and business mix in these mixed-use centers. This requires moving beyond traditional planning approaches and using economic development tools in this arena.

Here are four strategies that our research suggests all cities should follow.

- 1. Focus on food*
- 2. Focus on neighborhood services*
- 3. Understand and strengthen the role your mixed-use district plays in the subregional economy*
- 4. Combine planning and economic development efforts*



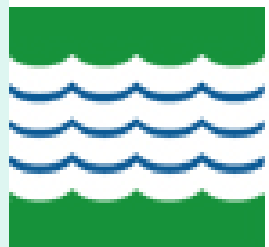
Strategy 5. Experiment with neighborhood vehicles and neighborhood parking strategies

Mixed-use districts – even when they are successful – will still draw a large number of drivers. Therefore, some South Bay communities may want to experiment with neighborhood vehicles – smaller vehicles designed purely for local transportation – and with alternative parking strategies that will make better use of the parking resources already available in the districts.



Neighborhood vehicles hold great potential in the area of parking. Because they are only a fraction of the size of regular cars, neighborhood vehicles effectively increase the available parking supply. However, neighborhood vehicles also require low-speed street conditions.

Note: The SBCCOG Board has adopted a Neighborhood Vehicle Friendly Initiative, and has applied for funding from the AQMD to develop materials to support this program.



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Strategy 6. Consider a multijurisdictional effort to revamp corridors into boulevard-type streets more appropriate to mixed-use districts.

There might be some instances where corridors can be revamped so that they serve a less traditional arterial role and, instead, emerge as locations that are more oriented toward local residents. These arterials might be able to incorporate some of the design changes described above. But such corridors would have to be selected and planned carefully, and most likely would require interjurisdictional cooperation.



Conclusion

The implementation of these strategies will not alleviate all traffic congestion in and around mixed-use districts in the South Bay. But they *will* allow South Bay cities to absorb more housing density with less traffic impact than would be the case with more conventional development.



South Bay Cities Mixed-Use Centers Study Year 3 Technical Background Report & Guidebook

- The final document in the Mixed Use Study, the Year 3 Technical Background Report is now available and is posted under Projects and Reports, along with the Mixed Use Guidebook.
- <http://www.southbaycities.org/projects>

