

RESOLUTION NO. 18-5055

RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF WEST HOLLYWOOD IN SUPPORT OF  
ACCELERATING THE NORTHERN EXTENSION OF  
THE METRO CRENSHAW/LAX LINE

THE CITY COUNCIL OF THE CITY OF WEST HOLLYWOOD DOES  
HEREBY RESOLVE AS FOLLOWS:

WHEREAS, Los Angeles County voters approved, in November 2016, a ballot initiative known as Measure M, aimed at raising funds to continue developing the transportation network of Los Angeles County; and

WHEREAS, the City of West Hollywood has a long track record of adopting local policies that are consistent with Metro Board adopted goals and policies that support the integration of transportation and land use as shown in the attached table (Attachment A); and

WHEREAS, West Hollywood voters have overwhelmingly supported transportation-related Metro ballot measures R, J, and M, above and beyond voters in other communities; and

WHEREAS, the City has been building a coalition of support for the acceleration of the Northern Extension of the Crenshaw/LAX Line since before Measure M was passed by the voters of Los Angeles County; and

WHEREAS, Metro has previously committed to taking steps to make the Northern Extension of the Crenshaw/LAX Line shovel-ready, including funding and commencing a Draft Environmental Impact Report (DEI) in 2018; and

WHEREAS, the City Council, City staff and the community stakeholders are committed to working with decision-makers at Metro and the City of Los Angeles to ensure that this project of countywide significance continues to move forward towards shovel-readiness; and

WHEREAS, Metro staff are currently preparing the final feasibility study and alternatives' analysis for presentation to the Metro Board in June/July 2018, and the City is committed to working closely with Metro staff to ensure that the alternatives developed are acceptable to the local community; and

WHEREAS, the City Council has directed staff to be engaged and work collaboratively with Metro to ensure that the additional technical analysis and environmental clearance are appropriately funded in Metro's FY19 budget; and

WHEREAS, Metro has taken a number of actions to implement key provisions of Measure M, including developing an Early Project Delivery Strategy (EPDS) for shovel-ready projects; and

WHEREAS, the Northern Extension of the Crenshaw/LAX Line is expected to be among the most heavily used light rail lines in the nation and will enhance connectivity through the most congested parts of the County providing greater access to the Los Angeles International Airport (LAX), the South Bay, South and Central Los Angeles, West Hollywood, Hollywood, and the San Fernando Valley while benefitting many underserved communities; and

WHEREAS, providing a viable and competitive alternative to driving will reduce the number of people who drive alone—a crucial step towards achieving the State's emissions' reductions goals and the City's air quality and sustainability goals while protecting the health and welfare of the community; and

WHEREAS, Metro's Early Project Delivery Strategy assigns points towards consideration for acceleration to projects in local jurisdictions that have substantially advanced or committed to the implementation of one or more Metro Board adopted goals and policies that support the integration of transportation and land use, where local jurisdictions agree to coordinate to expedite permitting, where local jurisdictions commit local funding, and on projects that can be designed to phase improvements to achieve early action and incremental benefits; and

WHEREAS, the City of West Hollywood would be the first jurisdiction in Los Angeles County to adopt a positive and comprehensive response to Metro's Early Project Delivery Strategy;

BE IT RESOLVED, that the City Council of the City of West Hollywood is committed to being a responsible regional partner to Metro and implementing additional goals adopted by the Metro Board related to the integration of transportation and land use such as exploring value capture around future transit investments as outlined in Attachment A]; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood is committed to inter-agency coordination with Metro and with the City of Los Angeles for expedited processing of project-related permits and a streamlined planning and environmental review process not to exceed three (3) years; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood is committed to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD), bonding against the City's Measure M

local return funds, and/or passing a local sales tax measure in consideration of contributing additional funding to the project beyond Measure M funding; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood reaffirms all of the above adopted City goals, commits to implementing the above additional Metro goals, commits to working with the City of Los Angeles, commits to pursuing additional funding for the project, and unequivocally supports the acceleration of the Northern Extension of the Crenshaw/LAX Line; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood supports the consideration of phased implementation of Northern Extension of the Crenshaw/LAX Line, if necessary, under the condition that an initial functional segment reaches Santa Monica Boulevard in the City of West Hollywood in the first phase.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of West Hollywood at a regular meeting held this 7<sup>th</sup> day of May, 2018 by the following vote:

AYES:	Councilmember:	Horvath, Mayor Pro Tempore Duran, and Mayor Heilman.
NOES:	Councilmember:	Meister.
ABSENT:	Councilmember:	D'Amico.
ABSTAIN:	Councilmember:	None.

  
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JOHN HEILMAN, MAYOR

ATTEST:

  
\_\_\_\_\_  
YVONNE QUARKER, CITY CLERK

**Metro Board Adopted Goals & Policies AND Corresponding or Complimentary City of West Hollywood Goals & Policies**

\*Where goals and policies in Metro documents were unnumbered, numbers were assigned chronologically in the order they appear in the document and page numbers were noted.  
 \*\*The City of West Hollywood Pedestrian and Bike Mobility Plan (PBMP) has a single goal and unnumbered policies that were assigned numbers chronologically in the order they appear in the document.  
 Goals alphabetized by general category.

Category	Metro Policy Document	Goal or Policy Number*	Goal or Policy	Page	City of West Hollywood Goal Number, Policy Number, or Response**
Active Transportation	Complete Streets Policy	G-5	Establish active transportation improvements as integral elements of the countywide transportation system	3	M-2, M-2.1, M-2.2, T-1.1, T-2.1, T-2.2
Active Transportation	Active Transportation Strategic Plan	G-3	Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, & dense bicycle & pedestrian activity		PBMP 11, PBMP 4, PBMP 6, T-1.1, T-2.1, T-2.2
Transportation/Transit Effectiveness	Complete Streets Policy	G-2	Maximize multi-modal benefits and efficiencies	3	LU-8.8, LU-12.1, LU-13.1, LU-14.1, LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2
Affordable Housing	Metro Joint Development Pro	G-B3	Affordable Housing: Metro's Joint Development Program seeks to facilitate construction of affordable housing units, such that 35% of the total housing units in the Metro joint development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI). The joint development portfolio includes properties for which Metro maintains long term ownership. It does not include surplus land that is sold in fee. Affordable housing is defined as housing that is covenant-controlled, provided on an income-restricted basis to qualifying residents earning 60% or less than AMI as defined by the CA Tax Credit Allocation Committee, and often subsidized by public or non-profit funding sources.	4	H-3.3, H-3.2, H-3.1, H-4.1, LU-2.5
Affordable Housing	Metro Joint Development Pro	P-F3	Community Based Organizations (CBO)/ Small/Disadvantaged Business Enterprise (SBE/DBE) /Disabled Veterans Business Enterprise (DVBE). Metro strongly encourages partnerships with local Community Based Organizations that provide affordable housing and other community serving programs and uses to its joint development sites, as part of the development team. Metro also encourages development teams to create opportunities to include Metro-certified SBE/DBE and DVBE firms in their projects, through the delivery of professional or construction services. To identify eligible certified SBE/DBE and DVBE firms, use the following link: <a href="http://smallbusinessquery.metro.net/pages/naics_lookup.aspx">http://smallbusinessquery.metro.net/pages/naics_lookup.aspx</a> . Those firms not Metro-certified as SBE/DBE or DVBE but interested in seeking certification can find the process here: <a href="http://business.metro.net/VendorPortal/">http://business.metro.net/VendorPortal/</a>	8	H-3.2
Affordable Housing	Draft Metro Transit Oriented Communities Policy	G-2 P-1	Housing Affordability: Prioritize development and preservation of transit-adjacent affordable housing.	4	H-4.1, LU-2.5
Affordable Housing	Draft Metro Transit Oriented Communities Policy	G2 P-2	Neighborhood Stabilization: Protect and support local residents and businesses from displacement.	4	H-1.2, H-1.3, H-1.4, H-1.5, H-1.1

<p>Agency Partners</p>	<p>Metro Joint Development Plan</p>	<p>P-C2</p>	<p>Collaborative Contribution. Projects are encouraged which obtain capital or in lieu contributions from other public agencies to create greater community economic benefit to Metro-sponsored joint development projects.</p>	<p>Resolution No 18-_____ indicates the City's commitment to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD), bonding against the City's Measure M local return funds, and/or passing a local sales tax measure in consideration of contributing additional funding to the Northern Extension of the Crenshaw/LAX Line beyond Measure M funding. The City is also seeking an MOU with the City of Los Angeles to streamline permitting for the project which would likely translate to in lieu contributions to Metro projects in the form of additional dedicated staff time.</p>
<p>Agency Partners</p>	<p>Draft Metro Transit Oriented Communities Policy</p>	<p>G-3 P-2</p>	<p>Foster Partnerships: Through planning, coordination, policy advocacy and funding, foster relationships and partnerships with municipal and institutional entities, community based organizations, the private sector, philanthropy, and local residents and businesses, to realize TOC goals.</p>	<p>The City of West Hollywood is committed to its partnership with Metro as evidenced by our long standing relationship, unrivaled support for transit measures (Measures M, J, and R), and recent support of Metro sponsored AB 5428 at the state level. The City is has also been working with community partners including business and labor groups, institutions, healthcare providers, neighborhood associations, state and federal elected officials, and surrounding jurisdictions to build a coalition in support of the Northern Extension of the Crenshaw/LAX Line.</p>
<p>Agency Partners</p>	<p>First Last Mile Strategic Plan</p>	<p>G-3</p>	<p>Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable and smart).</p>	<p>M-2.6, M-2.2</p>

<p>Agency Partners/Equity/Active Transportation</p>	<p>Complete Streets Policy</p>	<p>P-1</p>	<p>Complete Streets Serving All Users and Modes. Metro expresses its commitment to work with partner agencies and local jurisdictions to plan and fund Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, transit facilities, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. It may not be effective to modify all streets to accommodate all modes equally. Modal priorities may need to be established for key arterials based on context sensitive evaluations, public feedback, and a review of relevant data. Some streets may be prioritized for transit travel, others for walking, bicycling, vehicle travel, goods movement, or other types of modes. Some streets may have robust facilities that accommodate all modes; however, a number of streets might not contain all these features due to physical right of way constraints, connection with local context and local demand, and other considerations. However, all streets will allow for safe travel within an integrated transportation network.</p>	<p>4</p> <p>PBMP Goal, PBMP 7, PBMP 8, LU-1.13, LU-12.7, LU-13.9, LU-15.5, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2</p>
<p>Agency Partners/Equity/TDM</p>	<p>Complete Streets Policy</p>	<p>G-4</p>	<p>Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a "complete" and integrated transportation system that serves all users</p> <p>Metro, partner agencies, and funding recipients will work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users.</p>	<p>3</p> <p>PBMP 7, PBMP 8, M-1.3, M-1.7</p>
<p>Complete Streets/Active Transportation</p>	<p>Complete Streets Policy</p>	<p>P-3</p>	<p>Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a "complete" and integrated transportation system that serves all users</p> <p>Metro, partner agencies, and funding recipients will work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users.</p>	<p>4</p> <p>M-3.5, T-1.1, T-2.1, T-2.2</p>

<p>Complete Streets/Active Transportation</p>	<p>Complete Streets Policy</p>	<p>P-4</p>	<p>All Projects and Phases. Complete streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any transit and highway design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in the "Exceptions" section of this Policy. Even for projects with limited scope, opportunities to implement incremental improvements leading to long-term accommodations for all users shall be</p>	<p>4</p> <p>PBMP Goal, M-5.2, M-5.3, M-5.4, LU-6.2, LU-6.8, LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2</p>
<p>Complete Streets/Active Transportation</p>	<p>Complete Streets Policy</p>	<p>I-1</p>	<p>Design. Metro will design and evaluate projects using the latest design standards and innovative design options, with a goal of balancing user needs. Metro strongly encourages partner agencies and Metro fund recipients to use the best design guidelines and standards to foster safe travel for all users.</p>	<p>5</p> <p>One of the City's Core Principles is "Idealism, Creativity, and Innovation". As a National Association of City Transportation Officials (NACTO) City, the City of West Hollywood continually applies the latest design standards and innovative design options intended to balance user needs to City projects and projects that are subject to City review.</p>
<p>Complete Streets/Active Transportation</p>	<p>Complete Streets Policy</p>	<p>I-2</p>	<p>Incorporate Complete Streets Infrastructure into transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and Metro capital grant programs to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments. Transportation facilities are long-term investments that shall anticipate likely future demand for walking, bicycling, and transit facilities and not preclude the provision of future improvements. These facilities should address the need for pedestrians and bicyclists to cross corridors as well as travel along them; this may include, but is not limited to, addressing the need along an adjacent corridor. Even where pedestrians and bicyclists may not commonly use a particular travel corridor that is being improved or</p>	<p>5</p> <p>PBMP Goal, PBMP 7, PBMP 8, T-1.1, T-2.1, T-2.2</p>
<p>Complete Streets/Active Transportation</p>	<p>First Last Mile Strategic Plan</p>	<p>G-1</p>	<p>Expand the reach of transit through infrastructure improvements.</p>	<p>3</p> <p>LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2</p>
<p>Economic Development</p>	<p>Draft Metro Transit Oriented Communities Policy</p>	<p>G2 P-4</p>	<p>Economic Vitality: Promote sustained economic vitality directly benefiting existing communities.</p>	<p>4</p> <p>LU-1.5, LU-1.8, LU-1.10, LU-8.5, LU-11.1, LU-15.1, LU-15.4</p>
<p>Economic Development/Transit Promotion/Transit-Oriented Development</p>	<p>Countywide Sustainability Planning Policy</p>	<p>P-2</p>	<p>Prosperity. Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness.</p>	<p>7</p> <p>LU-8.5, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2</p>

Emissions/Vehicle Technology	Countywide Sustainability Planning Policy	UP IV	Facilitate the early adoption of zero and near-zero emission vehicles (fleet services, transit vehicles, clean trucks, passenger vehicles) and promote supportive regional and local policies.	15	M-1.10
Engagement	Draft Metro Transit Oriented Communities Policy	G-3	Engage organizations, jurisdictions, and the public	4	See community engagement response:
Engagement	Draft Metro Transit Oriented Communities Policy	G-3 P-1	Community Engagement: Ensure that stakeholders across a broad spectrum, including those that are harder to reach through traditional outreach strategies, are meaningfully engaged in the planning, construction and operation of Metro's transit system.	5	The City of West Hollywood regularly conducts award winning public engagement across a variety of mediums from traditional public meetings and pop up outreach events to social media, the City's website and television channel, email updates, mailings, charrettes, focus groups, and press releases. The City's dedicated communications staff coordinate messaging and outreach strategies to ensure that a broad spectrum of stakeholders are reached and engaged. Due to the City's diverse population and large Russian community, many materials are provided in additional languages.
Equity Platform Framework	Draft Metro Transit Oriented Communities Policy	G-4 P-1	Equitable Outcomes: Ensure transportation investments consider local cultural and historical contexts and improve social, economic, health, and safety outcomes that serve and benefit local, disadvantaged and underrepresented communities.	5	LU-1.11, LU-1.14, LU-12.9, LU-13.7
Equity Platform Framework	Active Transportation Strategic Plan	G-6	Foster healthy, equitable, & economically vibrant communities where all residents have greater transportation choices & access to key destinations, such as jobs, medical facilities, schools, & recreation		LU-1.11, LU-1.14
Equity Platform Framework/Affordable Housing	Draft Metro Transit Oriented Communities Policy	G-4 P-2	Complete Communities: Promote and realize complete communities that support a mix of incomes, land uses, transportation choices, and equitable access to safe, sustainable and healthy living.	5	LU-1.13, LU-2, LU-4, LU-4.1, LU-11.1, LU-11.4, LU-11.7, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6, LU-12.7, LU-13.9, LU-13.2, LU-13.3, LU-13.4, LU-13.5, LU-13.6
Green Design	Countywide Sustainability Planning Policy	UP III	Implement and encourage local incorporation of green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening; consider requiring green design techniques as a condition of funding when these techniques can be implemented with little to no additional cost to project sponsors (i.e. native landscaping).	15	G-1.1, G-1.2, G-1.3, LU-2.12, LU-5.4, LU-7, LU-7.7, E-2.1, E-2.2, E-3.2



Green Design	Countywide Sustainability Planning Policy	P-6	Urban Greening. Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems. Range of Types. Joint development projects with a residential component are encouraged to provide a range of housing types to meet the needs of a diversity of household incomes, sizes, and ages.	7	G-1.1, G-1.2, G-1.3, LU-7, LU-7.1, LU-7.2, LU-7.3, LU-7.4, LU-7.5, LU-7.6, LU-7.7, LU-8.10, LU-11.9, LU-11.10, LU-11.11
Housing Types	Metro Joint Development Policy	P-E1	efforts to implement the regionally-adopted, land-use and transportation vision in the Regional Transportation Plan/Sustainable Communities Strategy (outlined below), and encourage local jurisdictions to adopt supportive local policies. (Metro does not have jurisdiction over land-use, but can advance regionally adopted land-use strategies through incentive programs, like TOD planning grants, and supportive transportation investments).	7	LU-1.1, LU-1.4, LU-9, LU-9.1, LU-9.4, LU-10, LU-10.3, LU-13.2, LU-13.6, LU-14.4
Implementation of SCAG (RTP/SCS)	Countywide Sustainability Planning Policy	UP I		15	M-2.6, M-2.2
Implementation of SCAG (RTP/SCS)	Countywide Sustainability Planning Policy	UP II	Draw from the recommendations included in the RTP/SCS to implement appropriate transportation mitigation measures for all projects.	15	M-2.6, M-2.2
Joint Development	Metro Joint Development Policy	P-G1	To encourage opportunities for joint developments surrounding transit investments, when appropriate, Metro will consider joint development opportunities in the acquisition of required property, location of new station sites, and construction of station facilities. In the initial planning of a transit corridor project (e.g., during the environmental and preliminary engineering phases), Metro may conduct site analysis, include a preliminary layout of each passenger station site, develop conceptual urban design strategies integrating station sites with adjacent communities, and evaluate proposed station sites for their joint development potential.	8	LU-11.2 (Santa Monica Blvd. Site), LU-12.1
Joint Development	Metro Joint Development Policy	P-G2		8	LU-11.2 (Santa Monica Blvd. Site), LU-12.1
Local Access	Countywide Sustainability Planning Policy	UP VI	Encourage and support land-use policies and transportation projects that seek to reduce trip lengths by reconnecting the street grid, increasing the mix of land-uses, providing mid-block crossings, incorporating neighborhood traffic calming, reducing set-backs, and breaking up superblocks in new or re/development projects, among other strategies	16	LU-1.13, LU-2.6, LU-6.7, LU-6.8, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6, T-1.1, T-2.1, T-2.2
Local Government Planning	Countywide Sustainability Planning Policy	D II	Support local governments in planning and development activities resulting in transit supportive densities and design features throughout Cluster D areas.	21	LU-2.1, LU-2.4, LU-2.6, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6
LOS/Performance Measurement	Countywide Sustainability Planning Policy	UP VII	Pursue alternatives and/or supplements to the use of level of service (LOS) and delay metrics that prioritize mobility for the single occupancy automobile, for project evaluation and encourage regional and local agencies to consider a broader range of metrics to assess multimodal impacts.	16	M-2.5, M-5.15, M-6.2, M-6.3, M-6.6, LU-1.19
Neighborhood Context	Oriented Communities Policy	G-2	Stabilize and enhance communities surrounding transit	4	LU-12.9, LU-13.7

Neighborhood Context	Complete Streets Policy	P-2	Context Sensitivity. In planning and implementing transportation projects, Metro departments, partner agencies, and funding recipients will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall contribute to safe travel for all users and be consistent with best practices.	4	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8.1, LU-8.2, LU-8.3, LU-11.1, LU-11.4, LU-11.3, LU-11.6, LU-11.7, LU-11.9, LU-11.10, LU-11.11, LU-12.9, LU-13.7, LU-14.5, LU-14.6, LU-12.11, LU-14.9
Neighborhood Context	Countywide Sustainability Planning Policy	P-7	Context Sensitivity. Build upon the unique strengths of Los Angeles County's communities through strategies that match local and regional context and support investment in existing communities.	7	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8, LU-8.1, LU-8.2, LU-8.3, LU-12.9, LU-13.7
Neighborhood Context/Engagement	Metro Joint Development Policy	G-B1	Community Integration. Metro will seek to create projects that are compatible with the surrounding community and reflect the needs and desires of the neighborhood in which they are situated. Like any private development, joint developments are subject to the land use policies and approval processes of the host jurisdiction.	4	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8.1, LU-8.2, LU-8.3, LU-12.9, LU-13.7
Neighborhood Context/Engagement	Metro Joint Development Policy	G-B2	Community Engagement. Metro will ensure that the Joint Development Process actively engages community members at every development stage. Design and Placemaking. Metro's Joint Development Program will pursue high quality design that enhances the surrounding community and creates inviting spaces and places around Metro transit facilities.	4	See community engagement response:
Neighborhood Context/Engagement	Metro Joint Development Policy	G-B4		4	LU-1.3, LU-4.2, LU-4.6, LU-6.1, LU-11.3, LU-11.5, LU-11.9, LU-11.10, LU-11.11, LU-12.11, LU-14.9, LU-14.5, LU-14.6

Neighborhood Context/Engagement	Metro Joint Development Plan	P-B1	Community Engagement. Metro will pro-actively engage with the communities where the joint development projects occur through a variety of methods, which may include charrettes, focus groups, workshops, email updates, and social media communications. Developers selected for joint development projects shall be required to create a community engagement plan.	6	See community engagement response:
Neighborhood Context/Engagement	Metro Joint Development Plan	P-B2	Local Collaboration. Metro will consult and work cooperatively with local jurisdictions and developers to encourage transit-supportive, high-quality development at stations and surrounding properties. All private developments (including joint development projects) must follow the local laws and policies, including the applicable land use policies, of the jurisdiction in which they reside.	6	LU-11.2 (Santa Monica Blvd. Site)
Neighborhood Context/Engagement	Metro Joint Development Plan	P-B3	Design Rigor. Projects shall demonstrate a high quality of design that is both sensitive to community context and enhances the surrounding community.	6	LU-5, LU-5.1, LU-5.2, LU-5.3, LU-5.4, LU-9.2, LU-11.5
Pollution	Countywide Sustainability Planning Policy	P-3	Green Modes. Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil.	7	IRC-6.8, IRC-6.9, IRC-7, IRC-7.2, IRC-7.7, M-1.10, M-2.5, M-8.4, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2, T-4.1, T-4.2
Pollution/Public Health	Countywide Sustainability Planning Policy	P-4	Healthy Neighborhoods. Improve public health through traffic safety, reduced exposure to pollutants, and design and infrastructure for active transportation.	7	IRC-7, IRC-7.2, IRC-7.7, M-8.4, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2
Public Health	Active Transportation Strategic Plan	G-5	Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives		IRC-7, IRC-7.2, IRC-7.7, M-8.4, LU-8.6, LU-8.8, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2
Recycling/Sustainability	Countywide Sustainability Planning Policy	P-9	Environmental Stewardship. Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing.	7	LU-1.6, LU-2.10
Resilience	Draft Metro Transit Oriented Communities Policy	G2 P-3	Sustainability. Ensure that infrastructure investments are multi-beneficial, both improving access to transit and improving communities' environmental resilience.	4	LU-5.4
Safety	Draft Metro Transit Oriented Communities Policy	G-1 P-3	Safety: Work to reduce collisions and create welcoming environments for all ages, abilities and protected classes in the planning, construction, and operation of transit oriented community projects.	4	PBMP Goal, PBMP 1.1, PBMP 12, LU-8.6, T-1.1, T-2.1
Safety	Complete Streets Policy	G-3	Improve safety for all users on the transportation network	3	PBMP Goal, PBMP 11, PBMP 12, LU-8.6
Sustainability	Active Transportation Strategic Plan	G-4	Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions, & improve air quality		IRC-6.9, IRC-7.2M, M-2.7, M-6.7, M-6.8, M-9.4, T-1.1, T-2.1, T-2.2

Sustainable Transportation	Countywide Sustainability Planning Policy	DI	Provide mobility options to support car-free and one-car living through development and sponsorship of facilities and services promoting very high levels of active transportation and transit use for all types of trips.	21	LU-4, LU-4.1, M-1.3, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness	Complete Streets Policy	G-1	Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users	3	M-1.1, M-1.2, M-1.4, M-1.5, M-1.6, M-1.9, LU-12.1, LU-13.1, LU-14.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness	Countywide Sustainability Planning Policy	P-8	System Productivity. Increase the efficiency and ensure the long-term viability of the multimodal transportation system.	7	LU-8.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/Active Transportation	Countywide Sustainability Planning Policy	DIV	Implement, encourage, and sponsor projects that give priority to transit and active modes, except on key segments of through routes and goods movement corridors.	21	LU-1.13, LU-1.15, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/TDM	Countywide Sustainability Planning Policy	UP VIII	Encourage through regional planning, funding policies, infrastructure investments, and promotion of supportive local policies (including parking management policies, road pricing, first/last mile investments, transit preferential treatments, and other demand management and systems management policies/projects) strategies that seek to optimize transit service by increasing its competitiveness with automobiles.	16	M-1.9, M-5.4, M-5.8, M-5.13, M-5.14, M-6, M-6.1, M-6.2, M-6.3, M-5.4, M-5.5, M-6.6, M-6.7, M-6.8, M-6.9, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/TDM	Countywide Sustainability Planning Policy	UP IX	Incorporate traffic operations system elements into all new highway projects to effectively operate the regions freeway system and coordinate with local transportation management systems. This may include installing equipment along freeways to monitor and manage traffic flows through detection, surveillance, communication, and control equipment, such as loop detectors, CCTV cameras, message signs, and ramp meters and/or promoting highway corridor level operational improvements such as integrated corridor management, congestion pricing, decision support systems, traveler information services, etc.	16	M-1.9, M-5.4, M-5.8, M-5.13, M-5.14
Transit Effectiveness/TDM/Complete Streets	Countywide Sustainability Planning Policy	UP X	Support through policy and project development greater utilization of transportation systems management tools that combine traffic engineering measures and traffic operation controls to better manage congestion on surface streets, optimize person throughput, and promote safe and efficient travel for all users of the roadway.	16	M-1.9
Transit Oriented Communities	Metro Joint Development Policy	P-A2	Density and Program. Metro will prioritize dense, trip generating uses on joint development sites.	6	LU-1.7, LU-3.2, LU-9.3, LU-9.4, LU-9.5

Transit Oriented Communities	Metro Joint Development Plan	P-A3	Transit Connections. Metro will maximize connections to transit facilities from and through joint developments, where appropriate. Projects are encouraged which provide for increased station access using buses, active transportation, and other alternative modes of travel.	6	LU-1.3, T-1.1, T-2.1, T-2.2
Transit Oriented Communities	Countywide Sustainability Planning Policy	P-5	Community Development. Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity.	7	LU-2.1, LU-2.4, LU-11.9, LU-11.10, LU-11.11, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1
Transit Promotion	Countywide Sustainability Planning Policy	D III	Provide and encourage local transit coverage, frequency, and reliability within close proximity to homes and businesses and with short headways or timed transfers, all-day (and potentially night owl service); connect local service to high-quality transit investments (Bus Rapid Transit, Light and Heavy Rail) that provide access to destinations across LA County, Southern California and the State. Encourage appropriate bicycle parking at stations to improve first-last mile connections to transit.	21	M-1.1, M-1.2, M-1.4, M-1.5, M-1.6, LU-12.1, LU-13.1, LU-14.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Countywide Sustainability Planning Policy	D V	Implement, encourage, and sponsor projects that seek to increase the share of transit services operating in exclusive right of way.	21	M-6.9, LU-12.1, LU-13.1, LU-14.1
Transit Promotion	Active Transportation Strategic Plan	G-1	Improve access to transit		M-1.1, M-1.4, M-1.5, M-5.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Metro Joint Development Plan	G-2A	Increase Transit Ridership. The Joint Development Program aims to reduce greenhouse gas emissions and increase transit ridership by attracting new riders and increasing the number of transit trips generated from joint development projects.	4	M-1.6, M-1.8, LU-12.1, LU-13.1, LU-14.1
Transit Promotion	Oriented Communities Policy	G-1	Increase transportation ridership and choice	4	M-1.6, M-1.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Draft Metro Transit Oriented Communities Policy	G-1 P-1	Ridership: Increase system ridership and promote usage of alternate, non-motorized, modes of transportation.	4	M-6.7, M-6.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion/Active Transportation	First Last Mile Strategic Plan	G-2	Maximize multi-modal benefits and efficiencies.	3	M-1.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion/Active Transportation/TDM	Draft Metro Transit Oriented Communities Policy	G-1 P-2	Transportation Options: Leverage land use and urban design to encourage non-single occupant vehicle transportation options both on and off Metro property, through enhanced first/last mile options, travel demand management, and seamless transit connectivity.	4	M-1.2, M-1.3, LU-1.13, LU-2.11, LU-8.5, LU-8.8, LU-11.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2
Transit Promotion/Equity	Draft Metro Transit Oriented Communities Policy	G-4	Distribute transit benefits to all	5	M-1.5, LU-12.1, LU-13.1, LU-14.1, T-3.1, T-3.2, T-3.3, T-3.4

Transit Promotion/Equity/Health	Complete Streets Policy	G-6	Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices.	3	M-1.5, LU-8.5, LU-12.1, LU-13.1, LU-14.1, LU-12.7, LU-13.9, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit-Oriented Development	Countywide Sustainability Planning Policy	UP XII	Pursue opportunities to realize appropriately-scaled, transit-oriented development in rail and bus corridors as part of corridor studies, project development, incentive programs, and the promotion of supportive local policies (TOD Ordinances, land use and zoning changes, General Plan updates, etc).	16	H-4.1, LU-1.13, LU-2.11
Transit-Oriented Development	Countywide Sustainability Planning Policy	P-1	Access. Better integrate land-use and transportation planning to reduce trip lengths and increase travel choices.	7	LU-1.13, LU-2.1, LU-2.4, LU-2.6, LU-2.11, LU-8.5
Value Capture	Draft Metro Transit Oriented Communities Policy	G-5	5. Capture value created by transit Value Capture: Capture increased value of properties surrounding Metro's transit investments and re-invest that value into TOD activities.	5	Resolution No 18-_____ indicates the City's commitment to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD).
Virtual Access	Countywide Sustainability Planning Policy	UP XIII	Leverage project development to facilitate the early adoption of emerging technologies that complement or even replace conventional travel modes through virtual access, and promote supportive regional and local policies (telecommute programs).	16	M-6.7