

Maximizing Transit-Centered Growth To Benefit All

Housing Washington's 20th Annual
Affordable Housing Conference

Spokane, Washington

Allison Brooks, Interim President/CEO

October 8, 2013

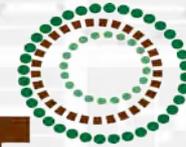
CTOD Partnership

Dedicated to providing best practices, research and tools to support transit-oriented development

Reconnecting America



CNT



Sustainable Communities
Attainable Results



STRATEGICECONOMICS



Transit-Oriented Development (TOD): A Walkable Neighborhood Near High Quality Transit

People within **a half-mile radius** are 5 times as likely to walk to a major transit stop than others.

TOD coordinates investments at the station, corridor, and regional scale to enhance transportation choices.



Location Impacts Affordability

We can't only consider housing in calculating affordability

Location impacts

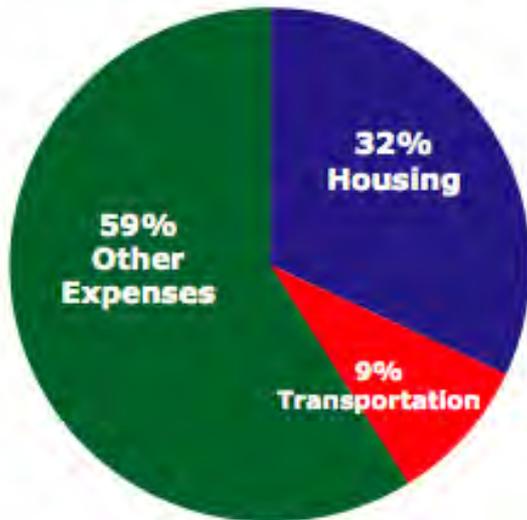
- Job access
- Access to services amenities and education
- Social network
- Cost of living

Transit can reduce household costs

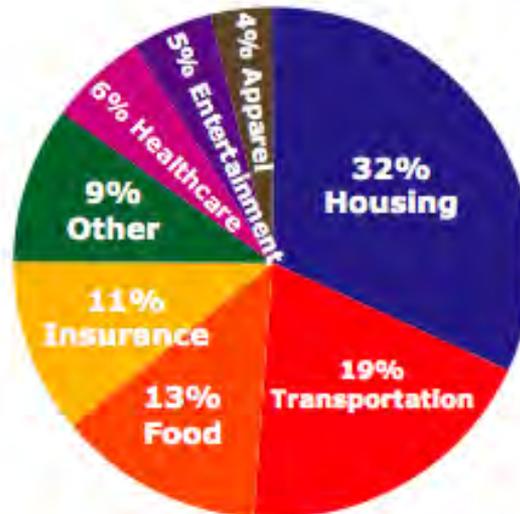


Location is Key to Affordability

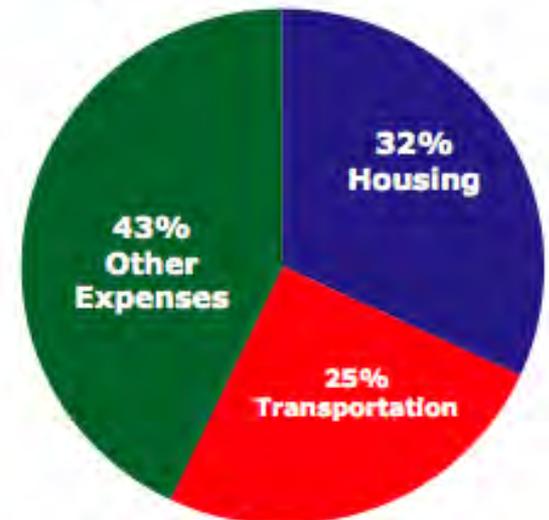
Transit Rich Neighborhood



Average American Family



Auto Dependent Neighborhood

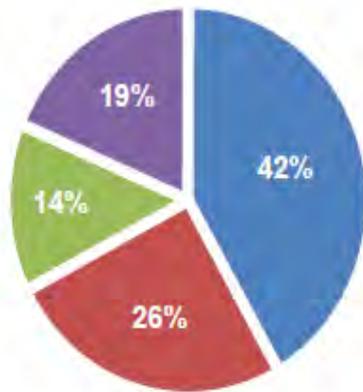


Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics

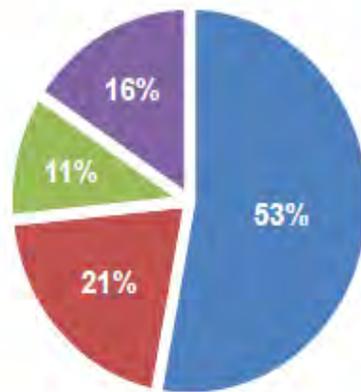
Think about Core Transit Riders & Where They Live

Transit Ridership to Work by Income

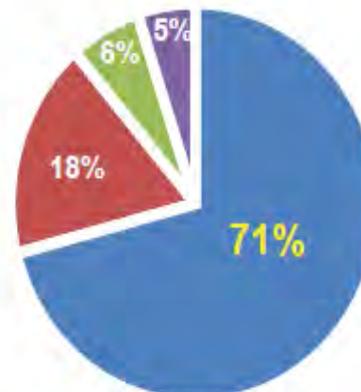
UNITED STATES



CALIFORNIA



LA COUNTY



The Growing Generation Gap



- *US will be majority/minority sometime between 2042-2050*
- *Washington residents over 65 grew by 9.8% - four times faster than the state's population as a whole.*
- *Racial and ethnic minority populations growing faster & are younger*
- *Hispanics are 12% of population. Hispanics under 18 years old make 20% of the population.*
- *Non-Hispanic whites have a median age of 41.6, Hispanic population median age is 23.*



**Demand for Walkable Urbanism or TOD
will Represent At Least 1/3 of the US
Housing Market by 2030**

Why TOD can be a solution

TOD is the coordination of land use and transportation that:

- Connects residents to jobs, shopping, and services
- Reduces auto dependence and transportation costs
- Provides affordable living for households of all incomes
- Increases access to economic opportunity
- Reduces isolation, especially among transit-dependent



Transit-Oriented Development Can Make Housing Truly Affordable

And, there are challenges:

1. More demand than supply - TOD is becoming more desirable
2. Infill development is difficult
3. Standard market analyses fail to recognize the value of TOD
4. Codes, policies and procedures don't support mixed income TOD
5. Markets vary within regions - weaker & stronger

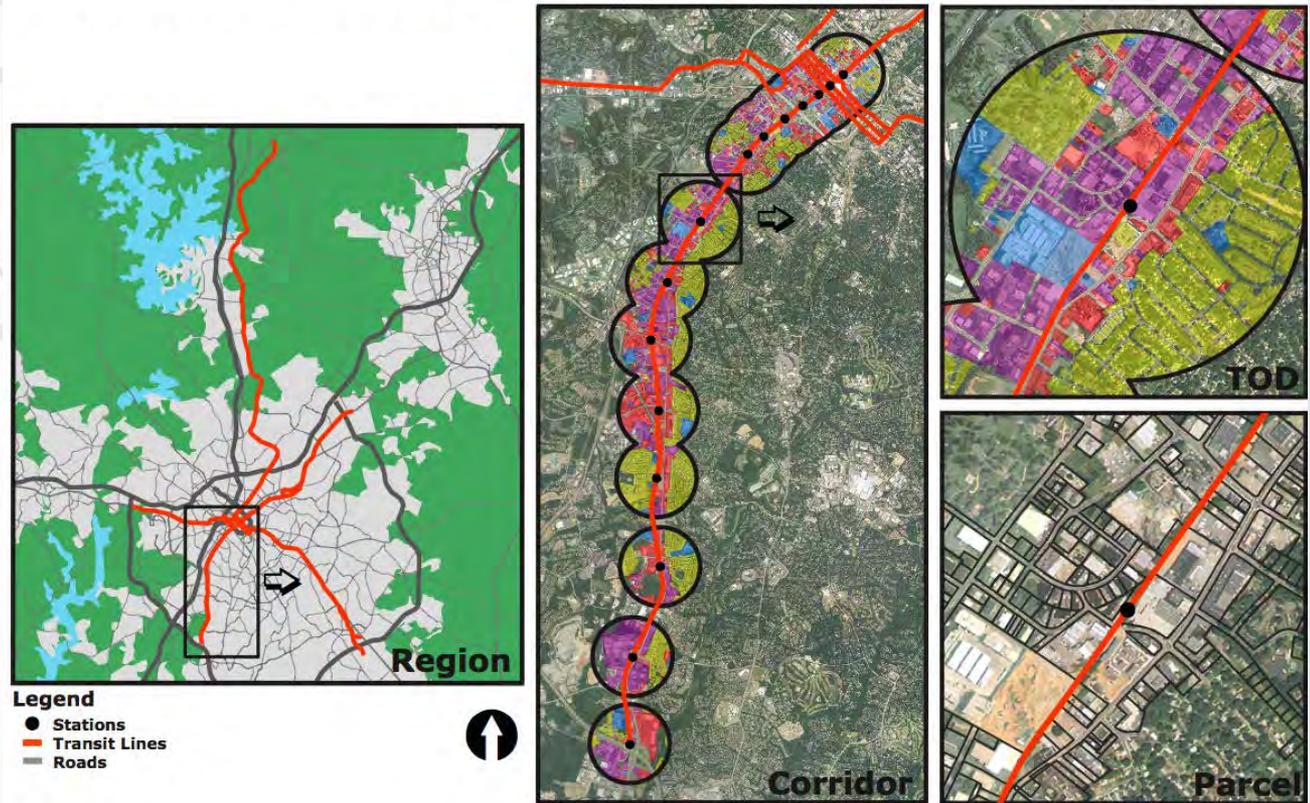
TOD: What it is not

- "One size fits all"
- Only high density housing
- A single project
- Fixed-guideway only
- Only targeted to certain market segments
- Disruptive of existing historic centers



Planning for TOD at Four Scales:

Site
Station
Corridor
Region



Site/Project Scale

Design of streets

Design of buildings

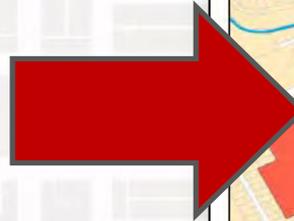
Design of public spaces



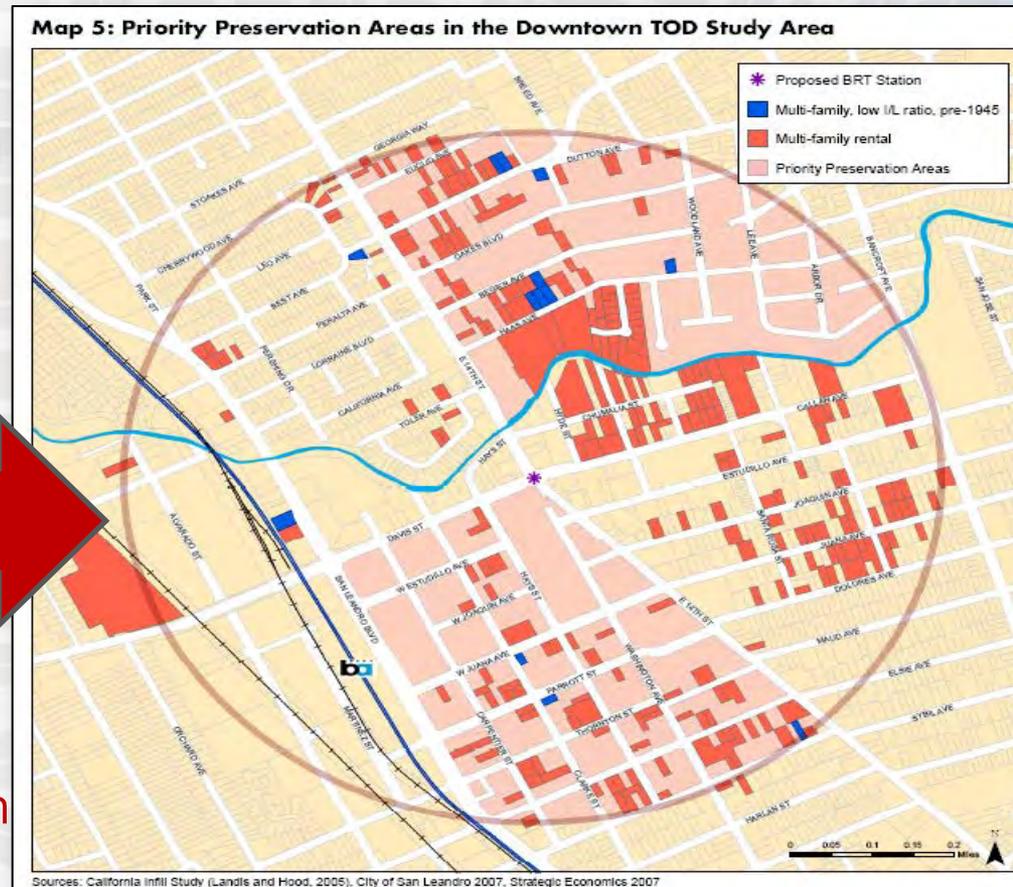
Station Scale

The Station Area generally refers to the 1/2 mile radius around the station.

1/2 mile radius

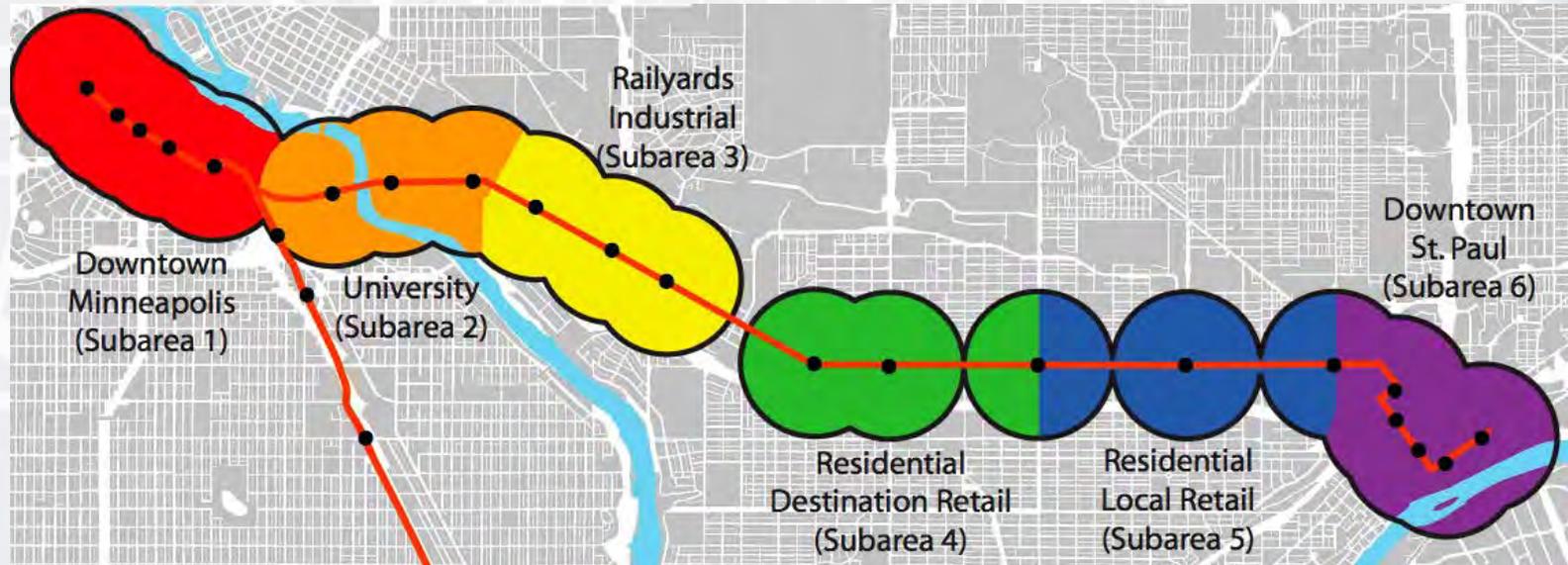


San Leandro BART Station



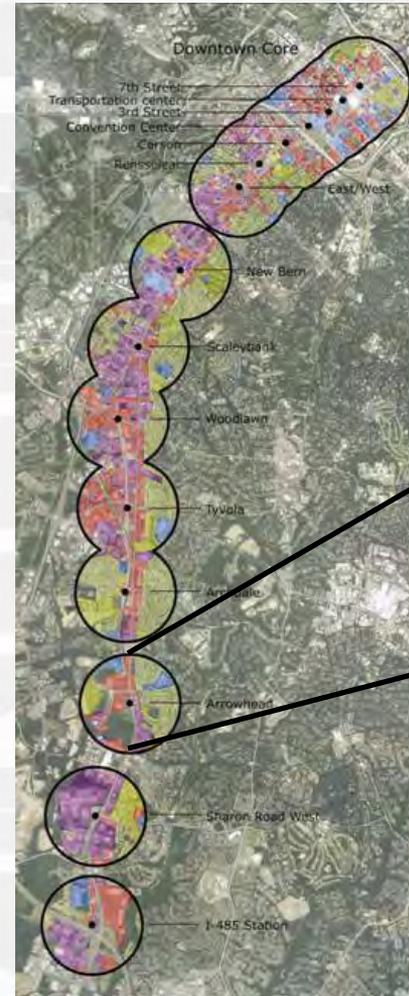
Corridor Scale

Thinking about relationship between station areas

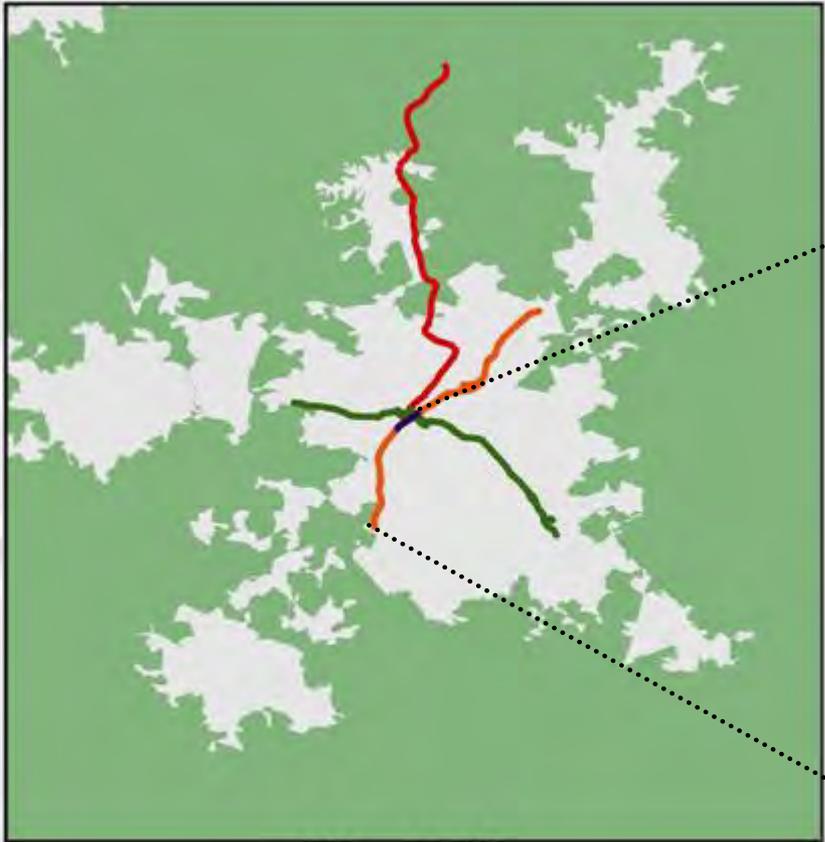


What is a Transit Corridor?

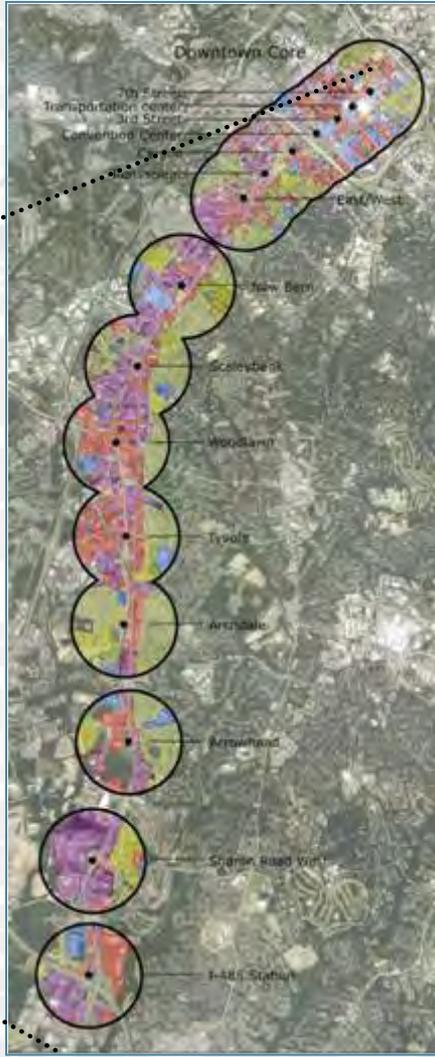
- A transit corridor is defined as the walkable areas around all of the stations along a transit line.
- The line segment connects a series of “station areas”
- Station areas are the walkable, half-mile radius around each station



Regions Are Networks of Corridors



Charlotte

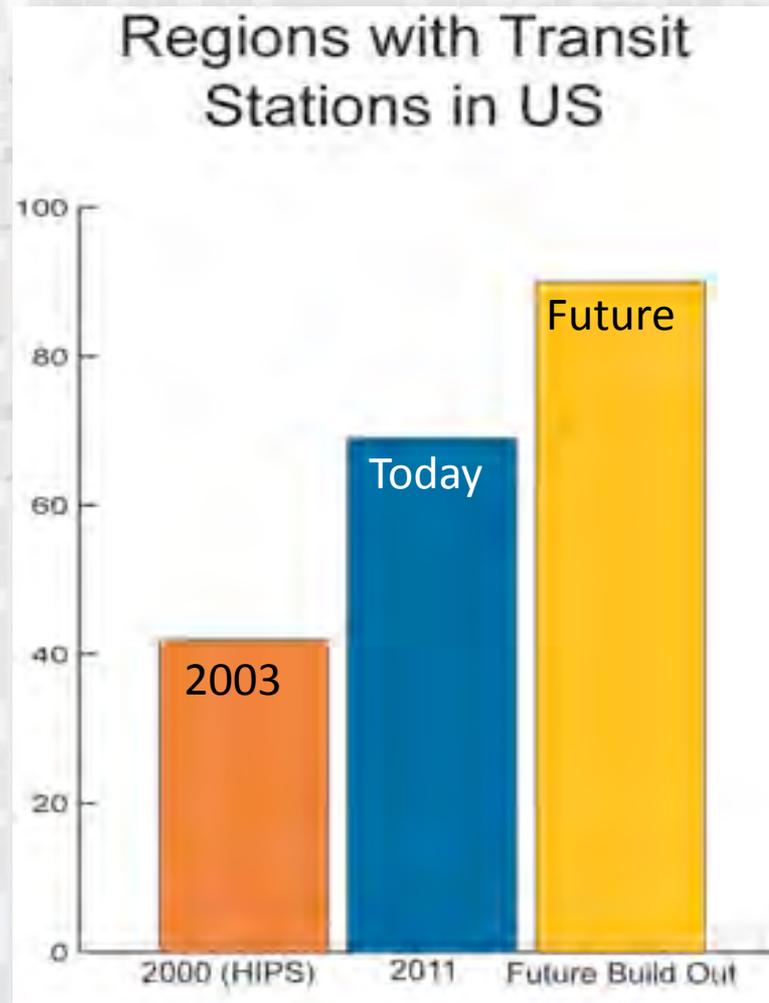


Getting to Equitable TOD

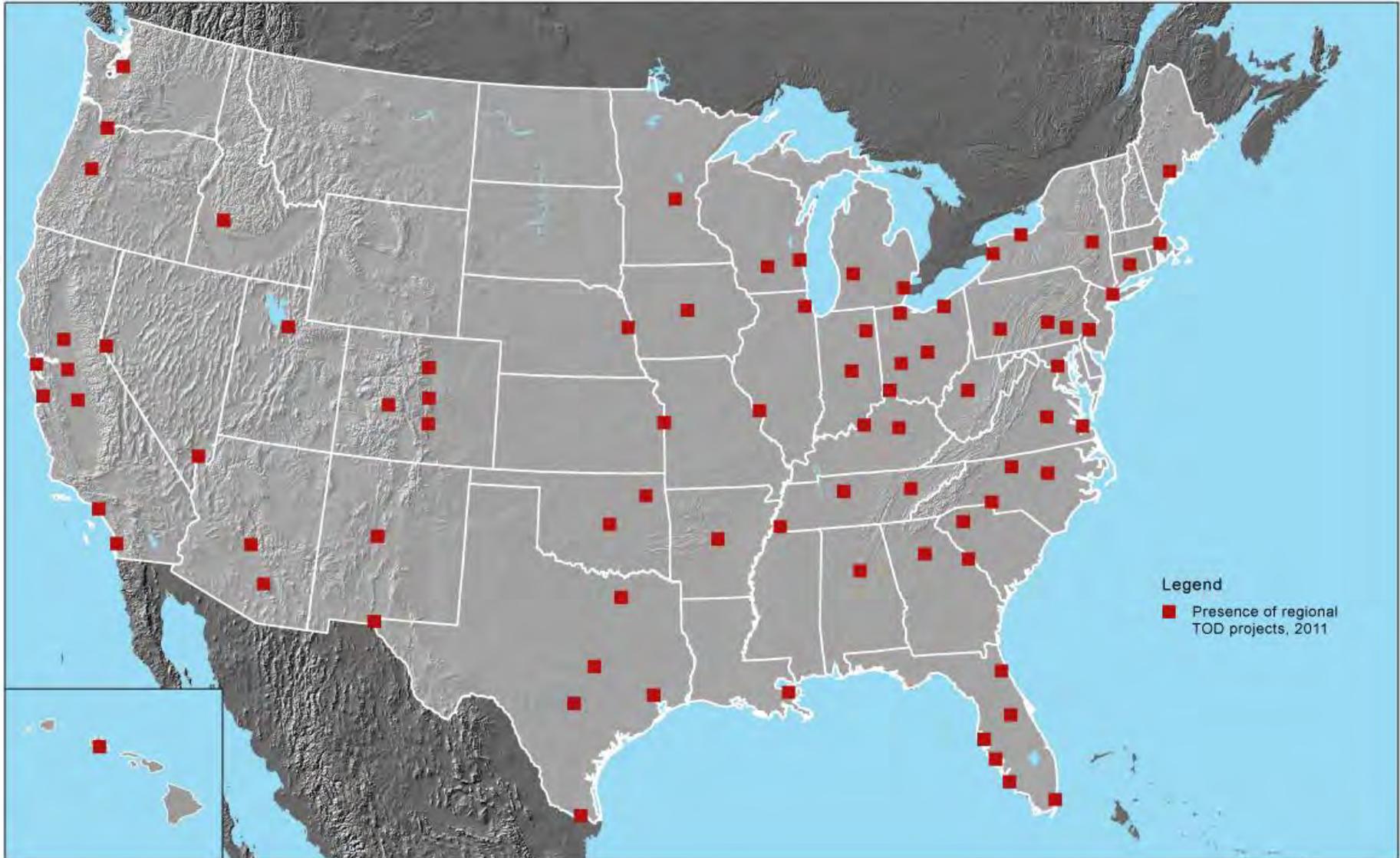
- Inclusive process
- Consider potential impact of transit investment on low and mod-income households
- Improve access to jobs & other destinations, reduce isolation
- Preserve and produce a mix of housing types, for all incomes
- Invest in local amenities
- Design for activity - Add bike lanes and sidewalks



Transit-Oriented Development (TOD) is a Growing National Movement



Regions Around the Country are Planning Transit



Transit Momentum \neq TOD Momentum

Ensuring Transit Serves People of All Incomes:

- Proactive advocacy
- Political leadership and champions
- Supportive policies for TOD
- Investment in TOD

Leaders in TOD Momentum

- Public Sector
- Developers
- Business
- Labor
- Advocates
- Funders
- Investors

Who is taking a leadership role in different regions?



What Has Motivated Places to Embrace TOD?

- Economic Competitiveness
- Congestion Relief
- Air Quality and Public Health
- Managing Growth
- Focusing Investment – Stimulating Revitalization

Economic Competitiveness

Tampa: Centro Ybor, Downtown



Photo Credit: DennisR.



Photo Credit: RDECOM

Baltimore: Workforce Development

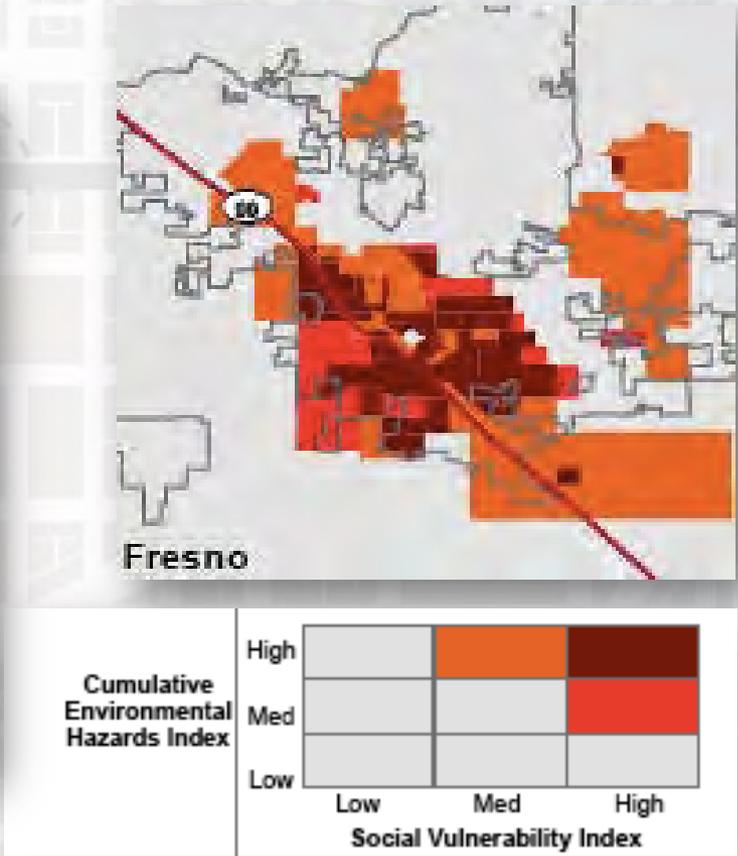
CONGESTION RELIEF



Credit: Ordinary Grace

AIR QUALITY & PUBLIC HEALTH

Fresno



Source: *Land of Risk/Land of Opportunity*, U.C. Davis

MANAGING GROWTH

Las Vegas



FOCUSING INVESTMENT

Pittsburgh



Detroit



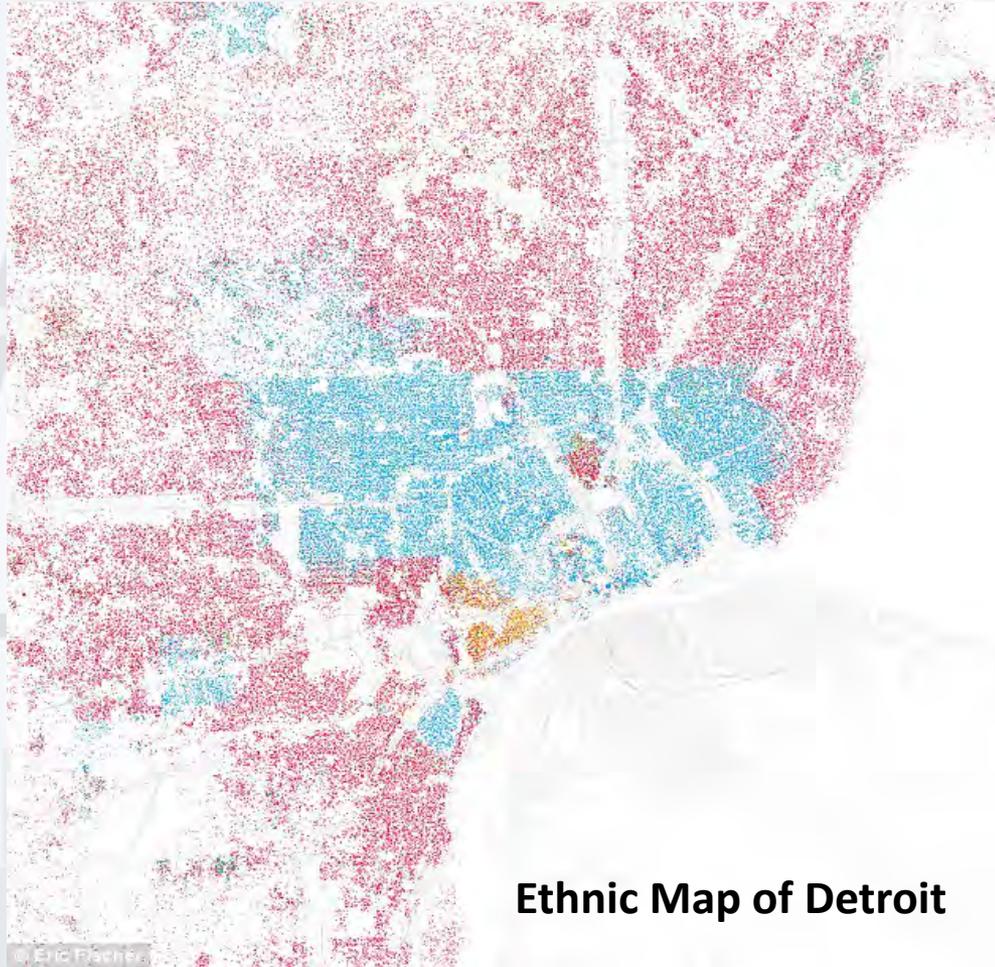
Challenges Putting Equity Up Front

Requires a different way of doing business

- Processes are siloed and they are not set up to integrate equity issues
- Systems are designed for engineers or planners
- Financing still not set up to support mixed-use, mixed-income, new types of development

Challenges Putting Equity Up Front

History of Race Relations in a Region

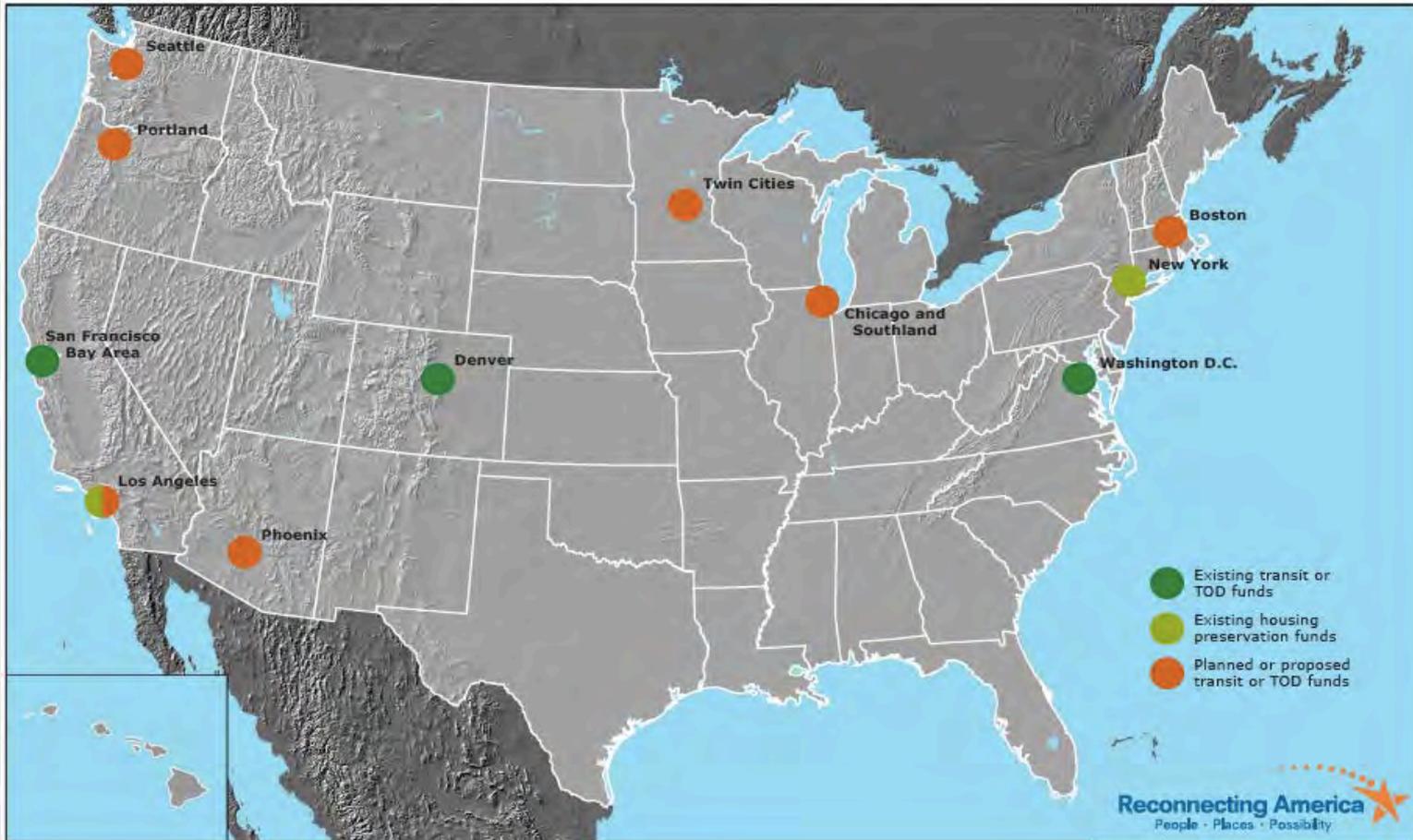


Ethnic Map of Detroit



Challenges Putting Equity Up Front

Implementation is in Experimental Stage Emergence of Structured Funds

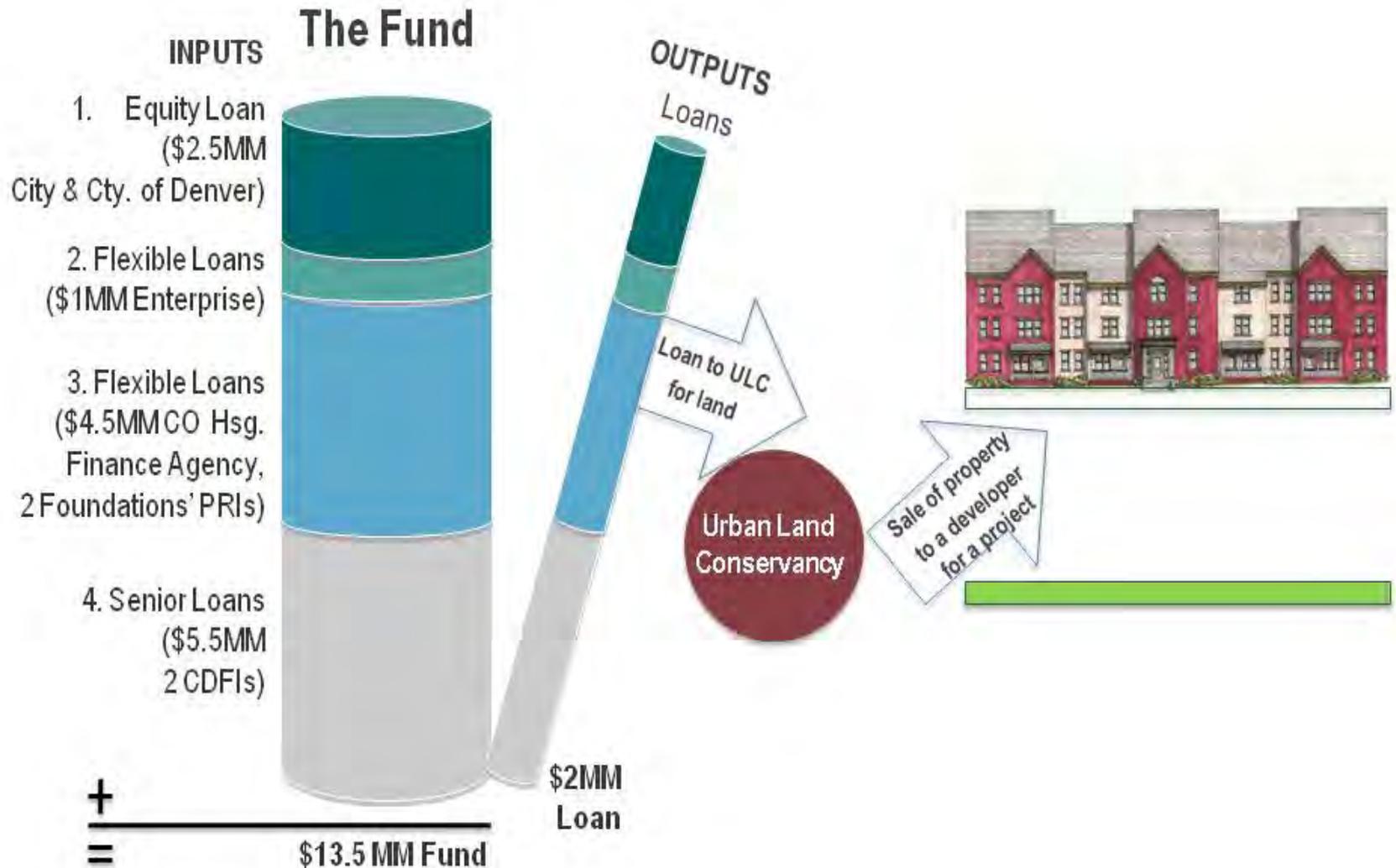


Bay Area Transit-Oriented Affordable Housing (TOAH) Fund



1. **Public Sector** - \$10 million from the MTC
2. **Philanthropy and CDFIs** - \$15 million from five CDFIs and Ford, SF Foundation and Living Cities (4 layers here)
3. **Banks** - \$25 million from Morgan Stanley and Citi Community Capital

Denver Transit Oriented Development Fund



Getting to Equitable TOD

- Cultivate Champions
- Make the Case, Benchmark Performance
- Broaden the Base (e.g. Public Health, Workforce Dev.)
- Convene and Foster Coordination & Collaboration
- Enhance Public Sector Capacity and Spirit of Innovation
- Change Power Dynamic – A Seat at the Table for Equity
- Address Larger Scale Policy Change (States and MPOs)

Thank you!

Become a Member of Reconnecting America
www.reconnectingamerica.org

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