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New Partners for Smart Growth

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Demand for TOD is Increasing…
But So Are Prices

By 2030

- Demand for housing near transit estimated to grow from 6 million to 15 million households
- More than half of potential demand for housing near transit will be from households with below median incomes

Land costs near transit are high

Developers tend to build to the highest end of the market

Potential Household Demand for TOD in 2030, by Household Income ($1999)

- Less Than $20,000: 30%
- $20,000 - $34,999: 19%
- $35,000 - $49,999: 14%
- $50,000 - $74,999: 13%
- $75,000 and Greater: 21%

Source: Center for Transit-Oriented Development

www.reconnectingamerica.org
Transit-Rich Neighborhoods => Truly Affordable Living

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

www.reconnectingamerica.org
Mixed Income Transit-Oriented Development

**Benefits of TOD**
- Provides housing and mobility choices
- Improves environmental performance
- Results in infrastructure cost savings
- Helps support healthy lifestyles
- Strengthens transit systems
- Creates lasting value
- Reduces greenhouse gas emissions

**Additional Benefits of Mixed-Income TOD**
- Offers truly affordable housing
- Stabilizes transit ridership
- Broadens access to opportunity
- Relieves gentrification pressures

**Benefits of Mixed-Income Neighborhoods**
- Provides needed housing
- Helps deconcentrate poverty
- Integrates low income households into society
- Helps workforce stability

Source: Center for Transit-Oriented Development
Stabilizes Transit Ridership

- A quarter of households below poverty level do not have cars
- People who live near transit are five to six times more likely to commute by transit

Pittsburgh Fixed Guideway Transit

Source: Center for Transit-Oriented Development, U.S. Census 2000
Broadens Access to Opportunity

- Links workers to their jobs
- Offers employers a stable and diverse workforce
- Mature transit systems connect diverse economic opportunities
- TOD reduces employee absenteeism, and boosts productivity
Relieves Gentrification Pressures

- Potential for displacement fueled by new public and private investment in TOD
- Mixed-Income TOD balances both market rate and affordable housing
- Allows residents to stay in their established communities
Many Potential Challenges

- High land costs near transit
- Complexity of building mixed-income projects
- Achieving revitalization without displacement
- Addressing housing preservation needs
- Supportive policies needed at all levels

Local Context Matters!
Mixed-Income TOD Action Guide (MITOD)

- A tool for local jurisdictions working to foster mixed-income transit-oriented development (TOD) around planned transit stations
- A Center for TOD project
- Sponsored by the Federal Transit Administration
- Originally conceived of as a “Choose Your Own Adventure” – reflecting individual needs of station areas
Components of MITOD.org Website

Sections:
- “How To”
- Plan MITOD
- MITOD Tools
- MITOD News

Tools and Strategies:
- Database of tools with case studies
- Also packaged based on local needs

Audience:
- Planners, community advocates, community based organizations

www.reconnectingamerica.org
What are the perceived MITOD issues, priorities, and challenges for the station area?

Synthesize initial thoughts and impressions of the station area.

Outreach to understand development potential, housing needs, challenges and opportunities in your station area.

Quantitative analysis to understand baseline existing conditions.
Existing Conditions

Who is in the station area?

What housing exists?

Which populations are or are not being served by the current housing stock?

Is the station area population stable or changing/vulnerable?
Los Angeles TOD Typology and Case Study Project

Little Tokyo/Arts District - Gold Line Extension

**Neighborhood Type:** CBD/Special District  
**Station Type:** Street Level  
**Neighborhood Change:** Becoming more Mixed Income  
**Development Opportunity:** High-moderate

<table>
<thead>
<tr>
<th>Category</th>
<th>Screen</th>
<th>Value</th>
<th>Reads As</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Neighborhood Type (Uses)</strong></td>
<td>Use Mix</td>
<td>9.87 jobs/resident</td>
<td>Employment Area</td>
</tr>
<tr>
<td></td>
<td>Intensity</td>
<td>112.44 persons/acre</td>
<td>High</td>
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<tr>
<td><strong>Access and Mobility</strong></td>
<td>Daily station boardings</td>
<td>n/a</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mobility barriers</td>
<td>freeways; rallies</td>
<td>Semi-walkable</td>
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<tr>
<td></td>
<td>Nonauto work trips from area</td>
<td>56.1%</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Nonauto work trips to area</td>
<td>18.5%</td>
<td>Moderate</td>
</tr>
<tr>
<td></td>
<td>Residents with 1 or 0 cars</td>
<td>89.6%</td>
<td>High</td>
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<tr>
<td><strong>Neighborhood Change</strong></td>
<td>College graduates (1990-2000)</td>
<td>-15.4%</td>
<td>Rapid decrease</td>
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**Little Tokyo/Arts District compared to regional average**

**Legend**
- Freeway
- Station
- Gold Line
- Bus line
- Half-mile radius

Data sources: 1990 and 2005 Census SF1 Tables; UDOD; City of Los Angeles; LA City Hania Title VI Authority; County of Los Angeles; American Community Survey; DWP; DOD database.

Reconnecting America  
People • Places • Possibility
Little Tokyo/Arts District: A neighborhood in transition with some affordable housing stock

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What preservation opportunities exist?

Is there development site capacity?

What is the market like?

Do existing policies promote MITOD?
Little Tokyo/Arts District: A mixed-use neighborhood with significant development opportunity

MITOD Opportunities

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Reconnecting America
People • Places • Possibility
Little Tokyo/Arts District: A rapidly developing station area (relatively) near a major job center

MITOD Opportunities

- 1027 new residential units since 2003
- 1460 additional planned units

[Map showing Little Tokyo/Arts District Station with areas marked as 'In the works' and 'Completed']
Population Stability

Stable or Changing/Vulnerable

Real Estate Market

Warm or Cold

Land Capacity

High or Low

MITOD Strategies
MITOD Strategy Analysis

The information on markets, real estate development capacity, and population stability that will be gathered in this section allows us to recommend certain MITOD strategies and tools for the station area of interest. Planners will be able to develop a MITOD-inclusive plan for the station area by combining these suggested strategies with information on underserved populations and MITOD opportunities from the other two analysis components.

Classify your station area

We have developed a set of recommended MITOD strategies and tools based on a station area’s market state, land capacity, and neighborhood trajectory. Using the information you gathered in the previous analysis steps, you can classify your station area to learn more about suggested MITOD strategies.

These are high-level suggestions that urban planners should vet against all of the information that has been gathered as well as your own judgment. Most importantly, the potential implementation of these tools and strategies should be informed by findings from other steps of the process.

Knowledge gained in other steps of the process will be critical for assessing and implementing these suggested strategies and tools. For instance, information from the Existing Conditions Analysis will allow you to direct tools toward underserved groups. Likewise, information from the MITOD Opportunities Analysis will help you adjust existing policies to promote MITOD and allow you to direct old and new policies toward specific housing opportunities.

Classify your station area by selecting the radio buttons that correspond to your findings from the MITOD Analysis.

- Population Stability
  - Stable
  - Changing-Vulnerable

- Real Estate Market
  - Warm
  - Cold

- Land Capacity
  - High
  - Low
### Strategies + Tools

#### PRIMARY STRATEGY
- Prevent displacement via regulations

#### TOOLS THAT ARE LOCALLY CONTROLLED
- Rent control
- Condominium conversion controls
- Transfer taxes
- First-right-of-refusal laws for tenants and nonprofits

#### LEVERAGE PRIVATE MARKET
- TOOLS THAT ARE LOCALLY CONTROLLED
  - Inclusionary zoning
  - Linkage fees
  - Incentive-based zoning
  - Adjust zoning to promote household diversity
  - Development agreements

#### TOOLS THAT LEVERAGE PARTNERS
- TOD-targeted housing financing

#### PROMOTE AFFORDABLE HOUSING DEVELOPMENT
- TOOLS THAT ARE LOCALLY CONTROLLED
  - First-right-of-refusal laws for tenants and nonprofits
  - Development agreements
  - Public land dedication and write-downs
  - Tax forgiveness for back taxes on affordable housing sites

#### TOOLS THAT LEVERAGE PARTNERS
- Support start-up nonprofit developers
- Joint public/private development
- TOD-targeted housing financing
- TOD-targeted homeownership assistance

### SECONDARY STRATEGIES
- Reduce cost of housing production

#### TOOLS THAT ARE LOCALLY CONTROLLED
- Reduced parking requirements
- Fast-track permitting
- Fee waivers, reductions, and deferrals
- Regulatory accommodation for small sites
- Parking maximums for transit areas
- Tax forgiveness for back taxes on affordable housing sites

#### TOOLS THAT LEVERAGE PARTNERS
- Brownfield remediation
- Self-help programs

- Preserve TOD-appropriate affordable housing

#### TOOLS LOCALLY CONTROLLED
- "Project-based" Section 8 preservation
- Subsidized housing redevelopment/renovation

#### TOOLS THAT LEVERAGE PARTNERS
- Target-property acquisition & rehabilitation funds

- Promote transit amongst low-income populations

#### TOOLS THAT ARE LOCALLY CONTROLLED
- Implement physical transit-access improvements

#### TOOLS THAT LEVERAGE PARTNERS
- Improve transit knowledge
- Provide greater access to transit discounts and resources
Final Thoughts

A starting point for stakeholder engagement, discussion.

West Corridor: how things really happen
Thank you!

www.mitod.org
www.ctod.org

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