

# Leveraging New Transit for Better Communities

New Partners for Smart Growth  
January 30, 2015

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# MHP

# MONTGOMERY HOUSING PARTNERSHIP

- Grassroots Community Action Groups
  - Shared Progress Collaborative
  - Fair Development Coalition
  - Connection to PLCC
  - Purple Line Community Compact
  
- Toolkit
  
- Vulnerability Index
  - Purpose of Index
  - Vulnerability Factors

## All Aboard: Moving Together Toward a Purple Line Compact

### The Purple Line—A Landmark Investment

The Purple light rail transit line represents one of the largest transportation investments in Maryland in the 21<sup>st</sup> century. Expected to break ground in 2015, it will shape the growth and character of development of suburban Maryland communities for decades to come.

As with most major transportation projects, anticipation of the line has raised concerns about disruption and displacement of local businesses and residents, about losing affordable housing and the sense of place, history and culture that communities along the corridor currently enjoy. Yet at the same time, hopes run high that this 2.4 billion dollar investment will create new business opportunities, provide better access to jobs, create more transportation options, and help to sustain vibrant, livable communities all along the corridor.

### Stakeholder Engagement—Threats and Opportunities for the Purple Line

On March 21, 2014, over 260 community stakeholders met at the University of Maryland to begin a conversation about both the threats and opportunities that the Purple Line presents. Hosted by The Purple Line Corridor Coalition, participants in the workshop titled, "Beyond the Tracks: Community Development in the Purple Line Corridor," listened to leaders from other newly created transit corridors and discussed how to create thriving, sustainable communities in both Prince George's and Montgomery Counties.

### Priorities and Goals—Creating a Community Compact

The Beyond the Tracks workshop, however, was just one important step along the way. Experience in cities across the country has demonstrated that capturing the benefits and minimizing costs of transit investments requires a sustained and collective effort, and that an important step in that effort includes the preparation and signing of a community compact.

A community compact is a public declaration that expresses a common vision, a strategy for moving forward, and a commitment to action in furtherance of a common goal. Signatories often include government agencies, public officials, community groups, professional organizations, anchor institutions, and other stakeholders in the region. Recent examples of such compacts were prepared in Baltimore, Maryland, and Seattle, Washington. Although not legally binding, compacts can compel stakeholders to work toward a common vision and hold them publicly accountable for following through on commitments.

On September 5, 2014, leaders from the state of Maryland, Prince Georges, and Montgomery Counties met at the University of Maryland and agreed to begin the process of forging a community compact through an open and inclusive process.

### Get Involved—Community Compact Creation



**Workshop Part 1**  
October 25  
9:30 am–12:30 pm  
Silver Spring Civic Building



**Online Comment Period**  
Early November



**Workshop Part 2**  
November 17  
4-7 pm  
Felegy Elementary School  
Hyattsville, MD



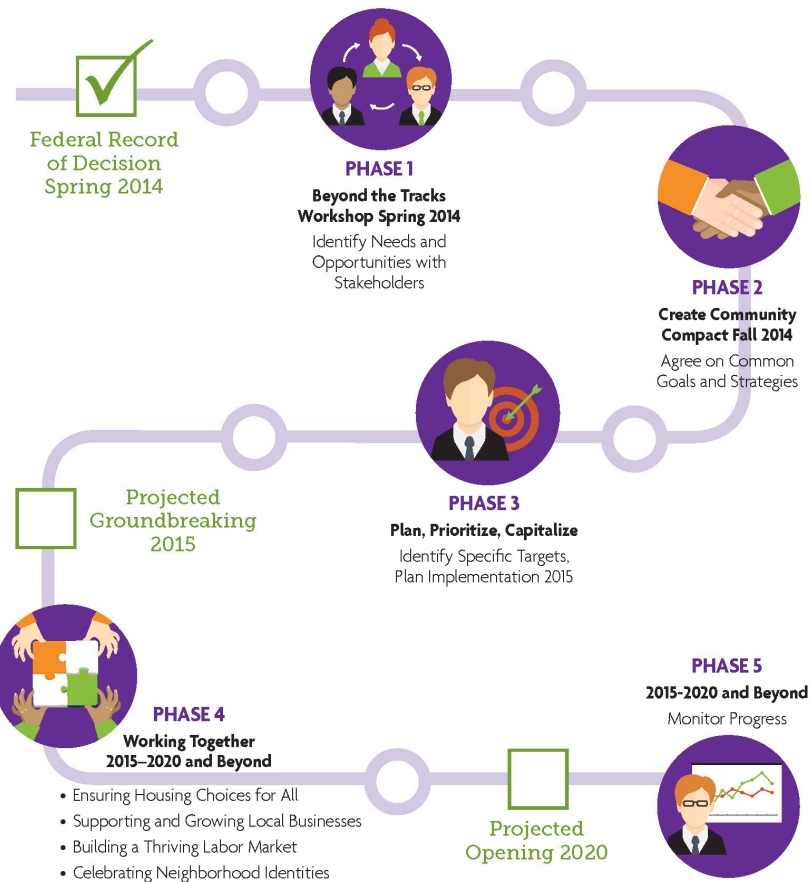
**Online Comment Period**  
Early December



**Purple Line Community Compact Signing**  
By January 2015  
University of Maryland

Learn more and register for workshops at [smartgrowth.umd.edu/plcompact](http://smartgrowth.umd.edu/plcompact)

## Full Steam Ahead: On the Track Toward a Sustainable Purple Line Corridor



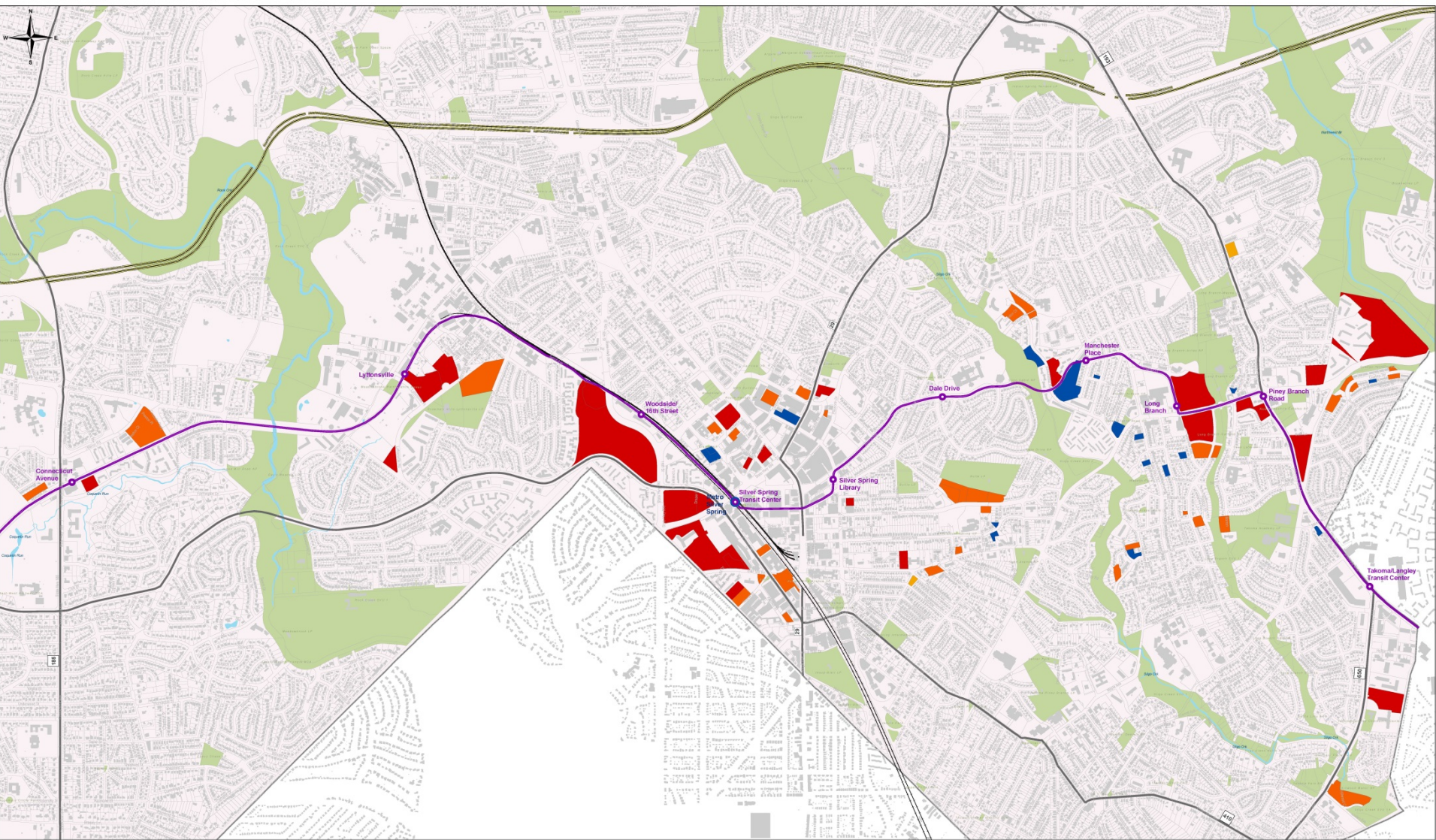
## Overview of Available Tools to Support Equitable Transit Oriented Development

|  | Policy Tool  | Summary  | Examples  | Example Source   | Additional Examples  | Currently used in Montgomery County  | Currently used in Prince George's County   |
|--|--|--|---|--|--|--|--|
| T<br>r<br>a<br>n<br>s<br>p<br>o<br>r<br>t<br>a<br>t<br>i<br>o<br>n<br><br>M<br>a<br>n<br>a<br>g<br>e<br>m<br>e<br>n<br>t | <b>Corridor-Based Tax Increment Financing (TIF) Districts</b>  | Instead of conventional Tax Increment Financing districts that apply to a single geographic area around one transit station, cities can create corridor-based districts designed to allow revenue sharing among neighborhoods in the transit corridor.                     | Dallas TOD Tax Increment Financing District (TX)  | <a href="http://www.housingpolicy.org/toolbox/strategy/policies/tif.html">http://www.housingpolicy.org/toolbox/strategy/policies/tif.html</a>  |  | Enabling legislation was passed in 2013 but no corridor-wide TIF has been created                                    | Enabling legislation was passed in 2013 but no corridor-wide TIF has been created  |
|  |  | Tax Increment Financing districts can be created on a corridor-wide basis and a portion of the revenues generated can be dedicated specifically to the preservation and development of affordable housing throughout the corridor.   | BeltLine Affordable Housing Trust Fund (Atlanta, GA)  | <a href="http://www.atlantada.com:8080/buildDev/BeltlineHousingTrustFund.jsp">http://www.atlantada.com:8080/buildDev/BeltlineHousingTrustFund.jsp</a>  |  | Enabling legislation was passed in 2013 but no corridor-wide TIF has been created                                    | Enabling legislation was passed in 2013 but no corridor-wide TIF has been created  |
|  | <b>Incorporating Affordable Housing in Joint Development</b>   | Transit agencies can leverage the production of affordable housing near transit and increase their ridership by adopting joint development and transit-oriented development policies that encourage production of affordable housing as part of joint development efforts. | Washington Metropolitan Area Transit Authority (DC)   | <a href="http://www.practitionerresources.org/cache/documents/673/67333.pdf">http://www.practitionerresources.org/cache/documents/673/67333.pdf</a>  | Portland TriMet (OR) or Denver Regional Transit District (CO)  | Yes  | Workforce housing is recommended at New Carrollton joint development site but not yet built.                                 |
|  | <b>TOD Acquisition Funds</b>   | Acquisition funds for transit-oriented development can be used to acquire sites near transit for future development of affordable housing or to acquire and preserve existing affordable housing before planned transit projects drive up land and property values.        | Bay Area Affordable Transit-Oriented Development Fund (CA)  | <a href="http://bayareatod.com/">http://bayareatod.com/</a>  | South Corridor Land Acquisition Fund (Charlotte, NC)   | No   | No   |
|  |  |  | Denver Transit Oriented Development Fund (CO)   | <a href="http://www.urbanlandc.org/denver-transit-oriented-development-fund/">http://www.urbanlandc.org/denver-transit-oriented-development-fund/</a>  |  |  |  |
|  | <b>Incentive Programs for Housing Production</b>   | Federal transportation funds can be used by metropolitan planning organizations to encourage the production of dense affordable housing near transit and thereby boost transit ridership.  | Housing Incentive Program (San Francisco, CA)   | <a href="http://www.mtc.ca.gov/planning/smart_growth/housing/">http://www.mtc.ca.gov/planning/smart_growth/housing/</a>  |  | No   | No   |
|  | <b>Transit Incentives for Housing Developments</b>   | Transit agencies may be able to increase ridership by residents of transit-rich neighborhoods and TODs by selling discounted transit passes to housing developers for distribution to their residents.   | Santa Clara Valley Transportation Authority ECO pass program (CA)                                       | <a href="http://www.vta.org/getting-around">http://www.vta.org/getting-around</a><br><a href="http://www.firsthousing.com/wp-content/uploads/2009/05/ecopass1.pdf">http://www.firsthousing.com/wp-content/uploads/2009/05/ecopass1.pdf</a> | Pilot TOD Pass Programs in Portland, OR and Contra Costa, CA   | Yes, in Central Business Districts   | No   |
|  | <b>Reduced Parking Requirements for Residential Development</b>  | Reducing or eliminating off-street parking requirements for housing developments in transit-rich neighborhoods both helps reduce vehicle ownership and use and makes housing more affordable.  | Zoning codes in San Francisco, CA, Portland, OR and Seattle, WA   | <a href="http://www.itdp.org/documents/ITDP_US_Parking_Report.pdf">http://www.itdp.org/documents/ITDP_US_Parking_Report.pdf</a>  | <a href="http://www.mtc.ca.gov/planning/smart_growth/parking/">http://www.mtc.ca.gov/planning/smart_growth/parking/</a>    | Recently adopted zoning code utilizes a lower parking formula for projects near transit then elsewhere in the County | Recently approved TDDPs for West Hyattsville, Capitol Heights, & New Carrollton eliminate parking minimums within the TDOZs. |
| <b>Unbundling the Price of Parking</b>   | Encouraging or requiring the separate pricing of residential parking, often called unbundling, can reduce demand for parking as well as combined housing/transportation costs for residents. | San Francisco, CA unbundling requirements Buckman Heights and Buckman Terrace, Portland OR   | <a href="http://www.mtc.ca.gov/planning/smart_growth/">http://www.mtc.ca.gov/planning/smart_growth/</a> |  | Recently adopted zoning code allows for reduced parking requirements where parking is unbundled from the residential units | No   |  |

## Risk of redevelopment/loss of affordability

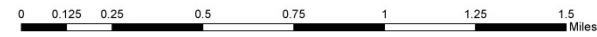
- Ownership
- Redevelopment Potential Due to Proposed  
Land Use / Zoning Changes
- Affordability
- Large Units
- Property Size/Number of Units

# VULNERABILITY INDEX



**Legend**

|                        |   |                            |
|------------------------|---|----------------------------|
| Purple Line            | Building  | <b>Vulnerability Score</b> |
| Purple Line Station    | Parcel  |                            |
| WMATA Metro/MARC Train | River   |                            |
| Metro Station          | Park  |                            |
| 495 - Capital Beltway  | Montgomery County Border                          |                            |
|                        | Nonprofit owned with existing income restrictions | 9 - 10 Low Vulnerability   |
|                        |   | 7 - 8                      |
|                        |   | 4 - 6                      |
|                        |   | 1 - 3 High Vulnerability   |



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