

Tools for Sustainable Community Planning: The Mixed Income TOD Action Guide ("MITOD")

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New Partners for Smart Growth

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Demand for TOD is Increasing... But So Are Prices

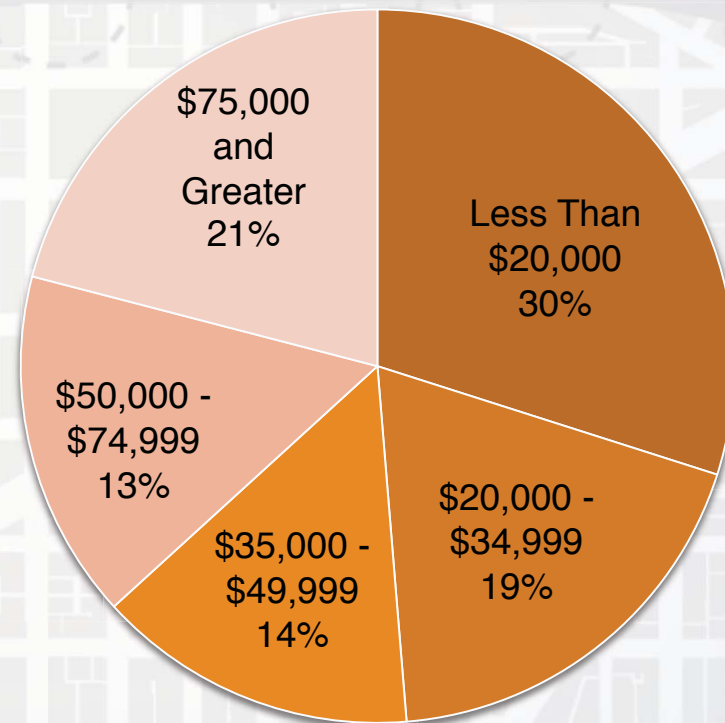
By 2030

- 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

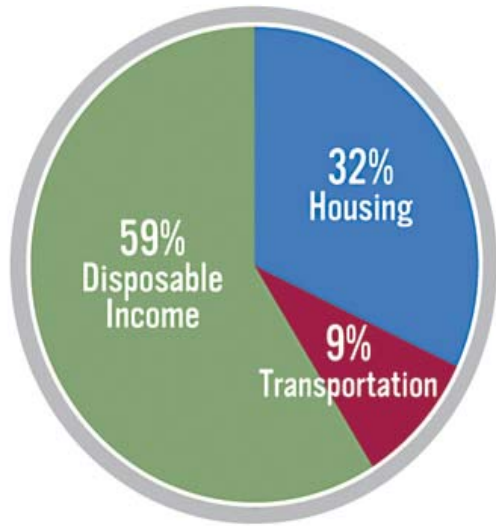
Potential Household Demand for TOD in 2030, by Household Income (\$1999)



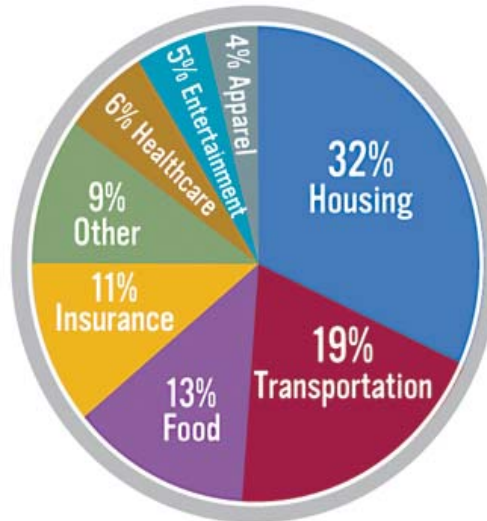
Source: Center for Transit-Oriented Development

Transit-Rich Neighborhoods => Truly Affordable Living

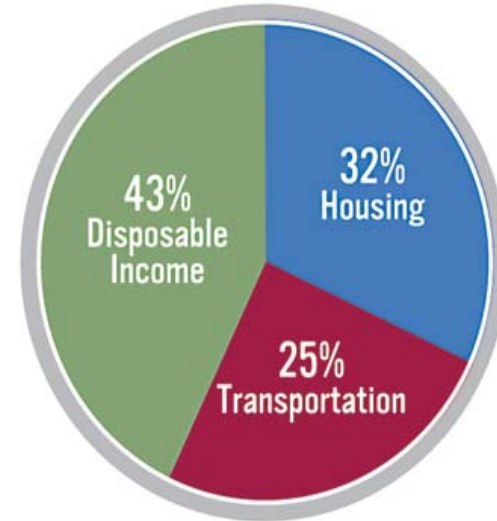
Location Efficient Environment



Average American Family

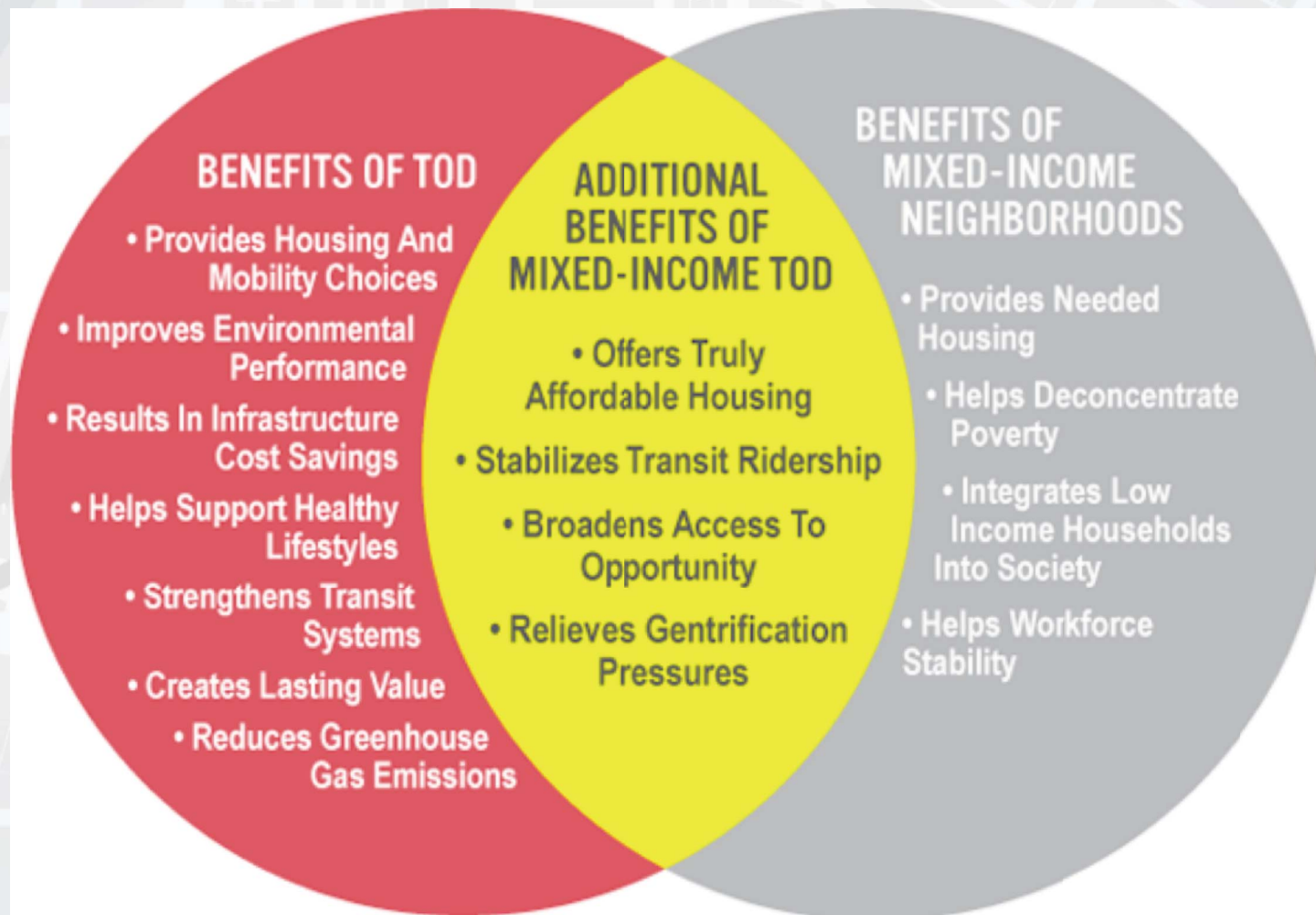


Auto Dependent Exurbs



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

Mixed Income Transit-Oriented Development

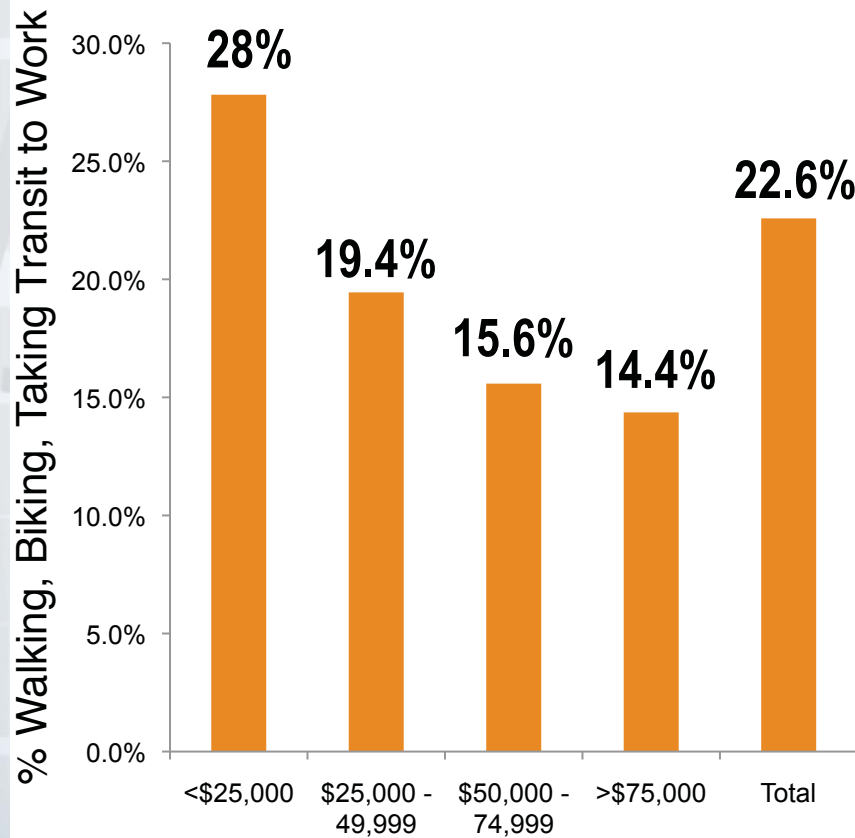


| Source: Center for Transit-Oriented Development

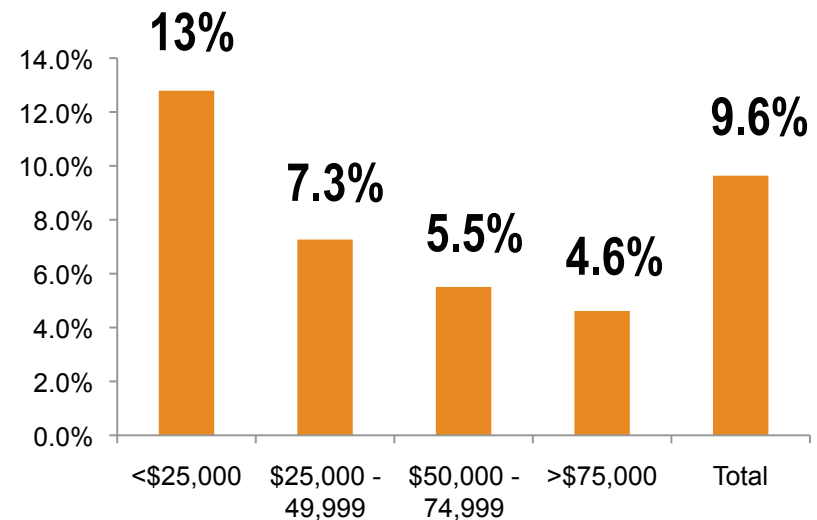
Stabilizes Transit Ridership

- 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



Pittsburgh MSA



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

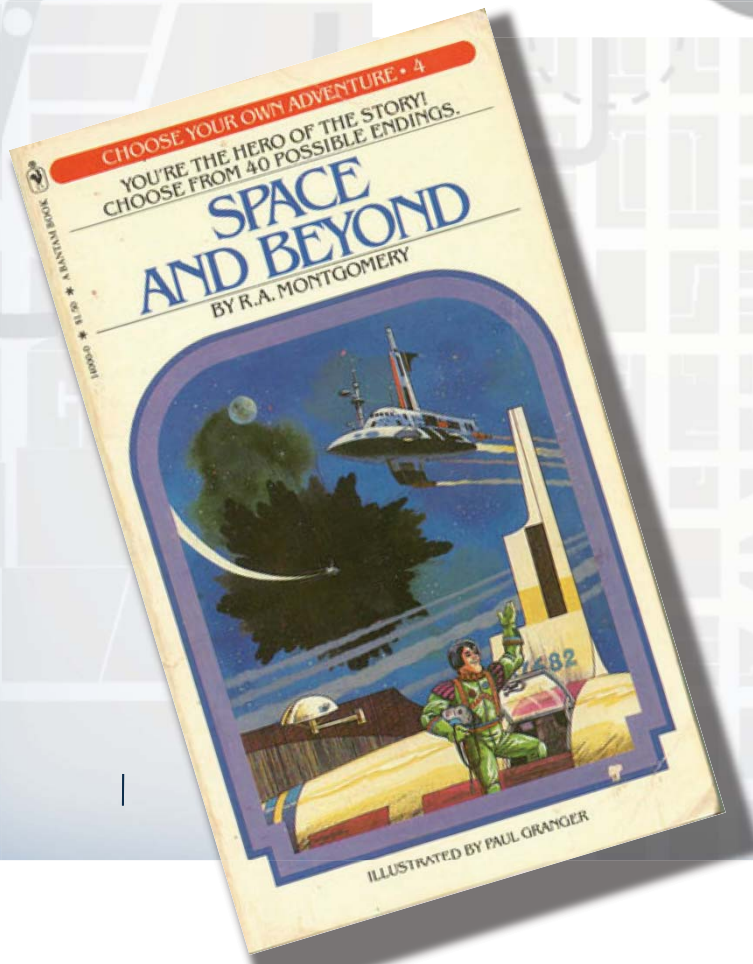
- Potential for displacement fueled by new public and private investment in TOD
- Mixed-Income TOD balances both market rate and affordable housing
- Allows residents to stay in their established communities



Many Potential Challenges



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

action guide MIXED-INCOME TRANSIT-ORIENTED DEVELOPMENT

What Is MITOD | About This Guide | Contact Us | Home

HOW TO

PLAN MITOD

MITOD TOOLS

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.

Step 1 Step 2 Step 3 **Step 4**

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

Submit Reset

MITOD Strategies

open all

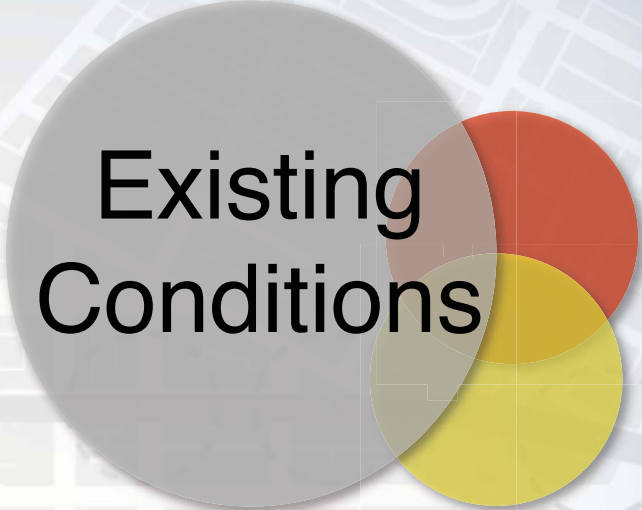


What are the perceived MITOD issues, priorities, and challenges for the station area?

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?

Map Report

collapse <<

TRANSIT REGIONS & SYSTEMS

Current Region

Los Angeles

edit

Existing Transit System

- Amtrak
- Los Angeles County Metropolitan Transportation Authority
 - Blue Line
 - Gold Line
 - Green Line
 - Orange Line Brt
 - Purple Line
 - Red Line
- Southern California Regional Rail Authority

Potential Stations

- Exposition Corridor LRT Preliminary Engineering
- Foothill Extension Not an FTA New Start
- Metro Gold Line East Side Extension Existing FFGA

REPORT OPTIONS

Report

Census 2000: Vehicle Ownership

edit

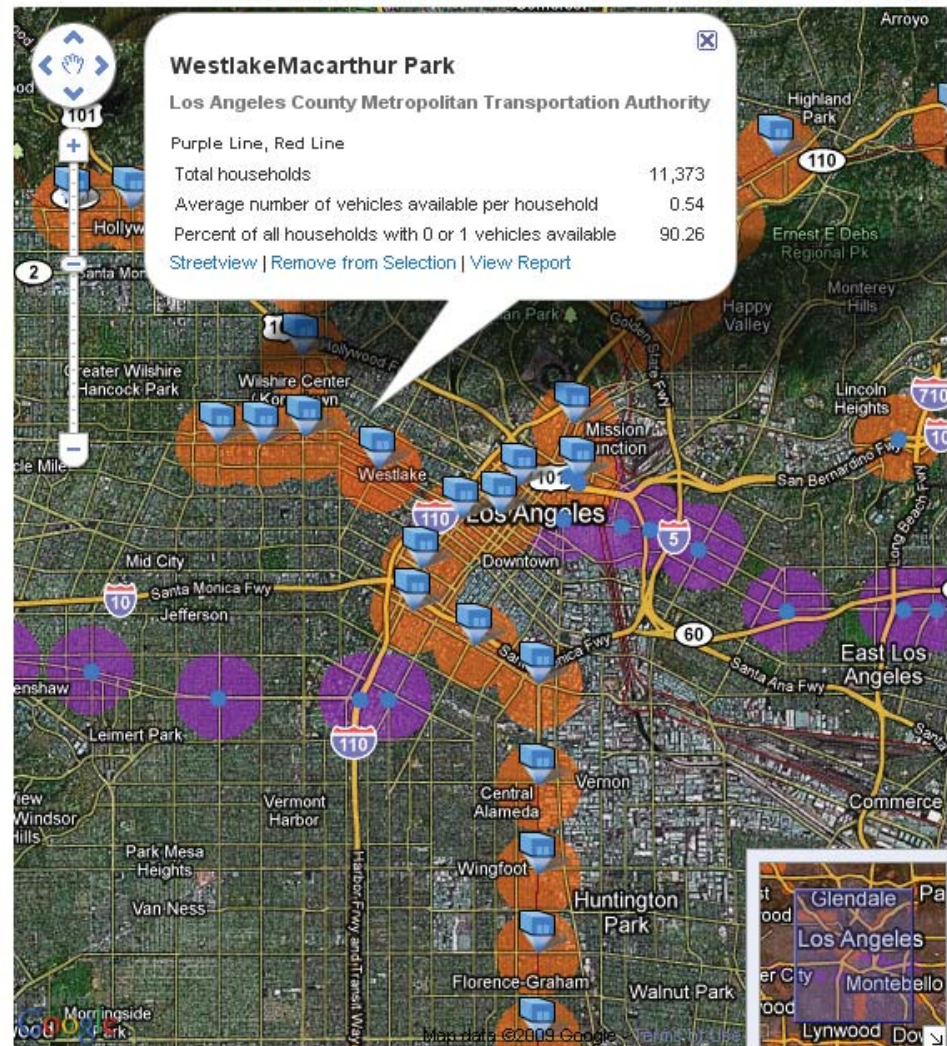
Geography

Transit Zones

edit

View Report

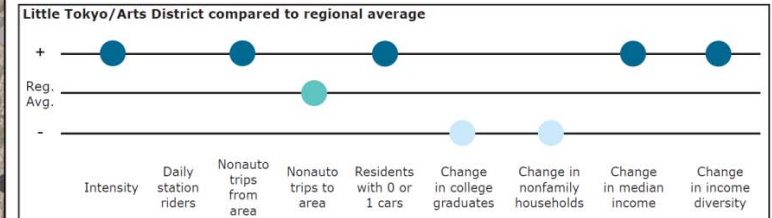
Selected Station Station Existing Transit Potential Transit Transit Region



Los Angeles TOD Typology and Case Study Project Little Tokyo/Arts District - Gold Line Extension

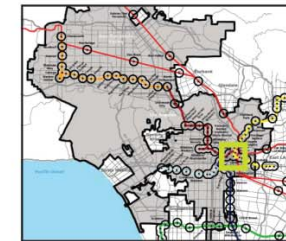
Neighborhood Type CBD/Special District
Station Type Street Level
Neighborhood Change Becoming more Mixed Income
Development Opportunity High-moderate

| Category | Screen | Value | Reads As |
|---------------------------------|-------------------------------------|-------------------------|-----------------|
| Neighborhood Type (Uses) | Use Mix | 9.87 jobs/resident | Employment Area |
| | Intensity | 112.44 persons/acre | High |
| Access and Mobility | Daily station boardings | n/a | |
| | Mobility barriers | freeways; railyards | Semi-walkable |
| | Nonauto work trips from area | 56.1% | High |
| | Nonauto work trips to area | 18.5% | Moderate |
| | Residents with 1 or 0 cars | 89.6% | High |
| Neighborhood Change | College graduates (1990-2000) | -15.4% | Rapid decrease |
| | Nonfamily households (1990-2000) | -12.4% | Rapid decrease |
| | Median Income (1990-2000) | +12.8% | Rapid increase |
| | Income diversity (1990-2000) | +32.5% | Rapid increase |
| | Affordable Units (2009-2015) | 427 units, 23% expiring | Low loss |
| Development Opportunity | Underutilized Land | 104.9 acres | Many, scattered |
| | Avg. commercial & industrial parcel | 0.47 acres | Low |



Legend

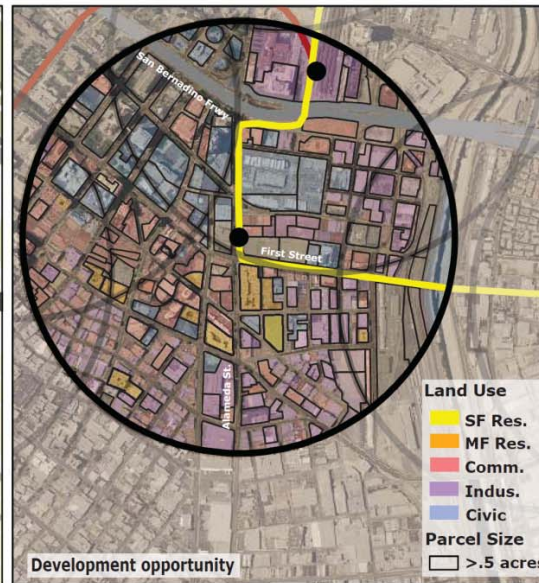
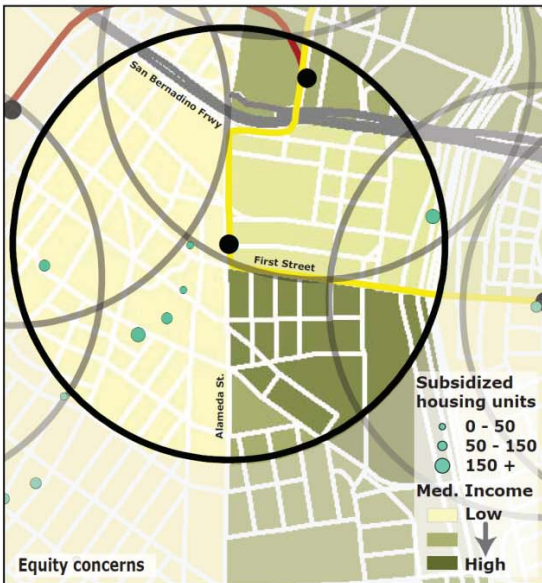
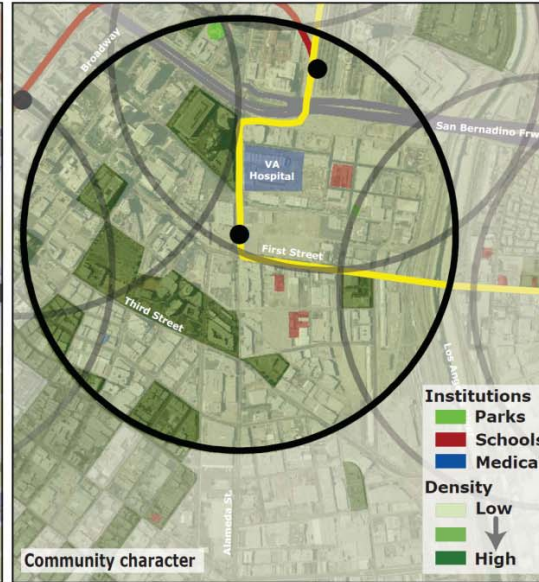
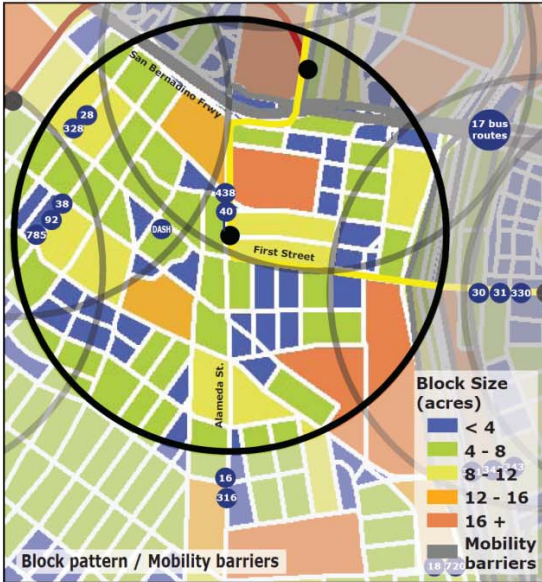
- Freeway
- Transit
 - Station
 - Gold Line
 - Bus line
 - Half-mile radius

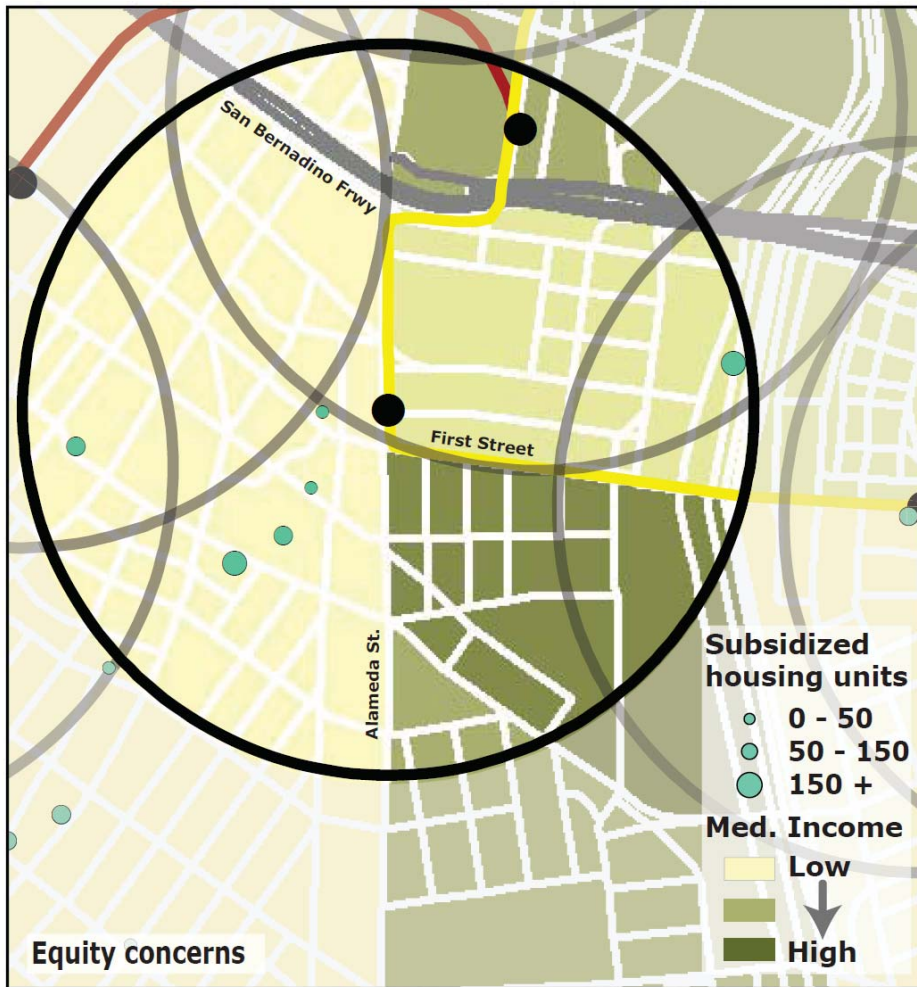


November 5, 2009, Draft



Data sources: 1990 and 2000 Census SF3 Tables; USDA; City of Los Angeles; LA City Metro Transit Authority; County of Los Angeles Assessor's Office; HUD User; CTOD TOD database.





Existing Conditions

Little Tokyo/Arts District:
A neighborhood in transition with some affordable housing stock

Neighborhood Change

| | | |
|----------------------------------|-------------------------|----------------|
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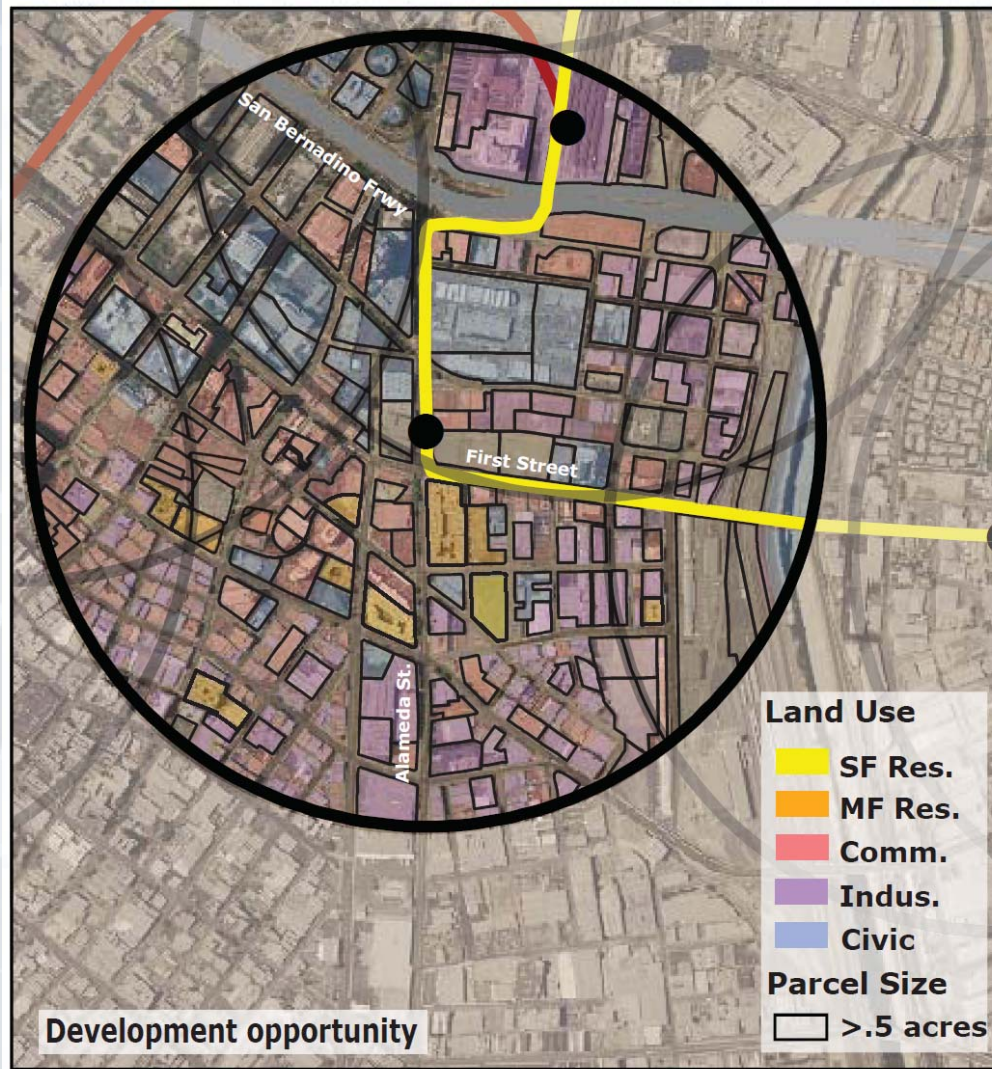
MITOD Opportunities

What preservation
opportunities exist?

Is there development site capacity?

What is the market like?

Do existing policies promote MITOD?



MITOD Opportunities

Little Tokyo/Arts District:
A mixed-use neighborhood with significant development opportunity

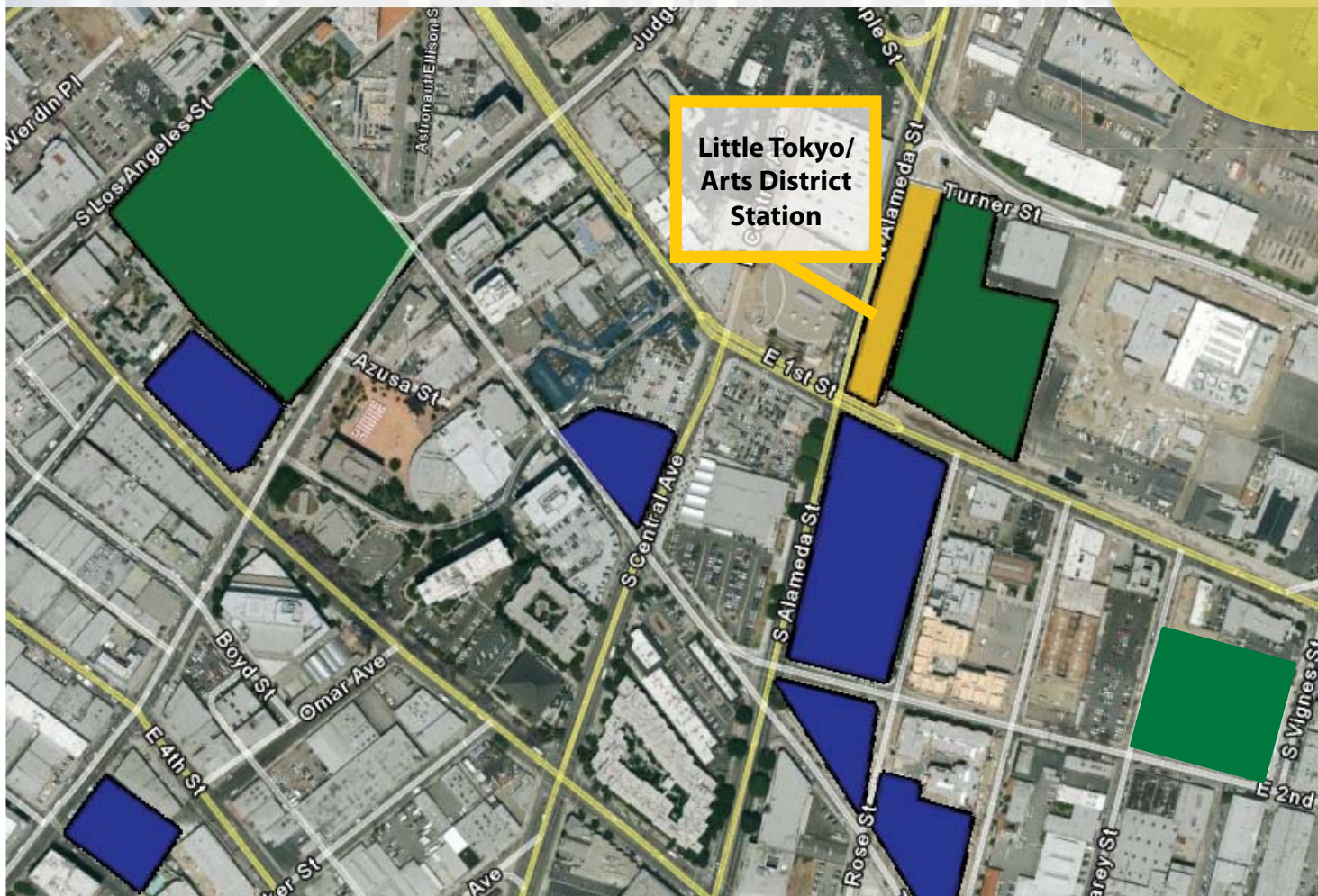
Development Opportunity

| | | |
|-------------------------------------|-------------|-----------------|
| Underutilized Land | 104.9 acres | Many, scattered |
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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

 In the works

 Completed

Population Stability

Stable or

Changing/Vulnerable

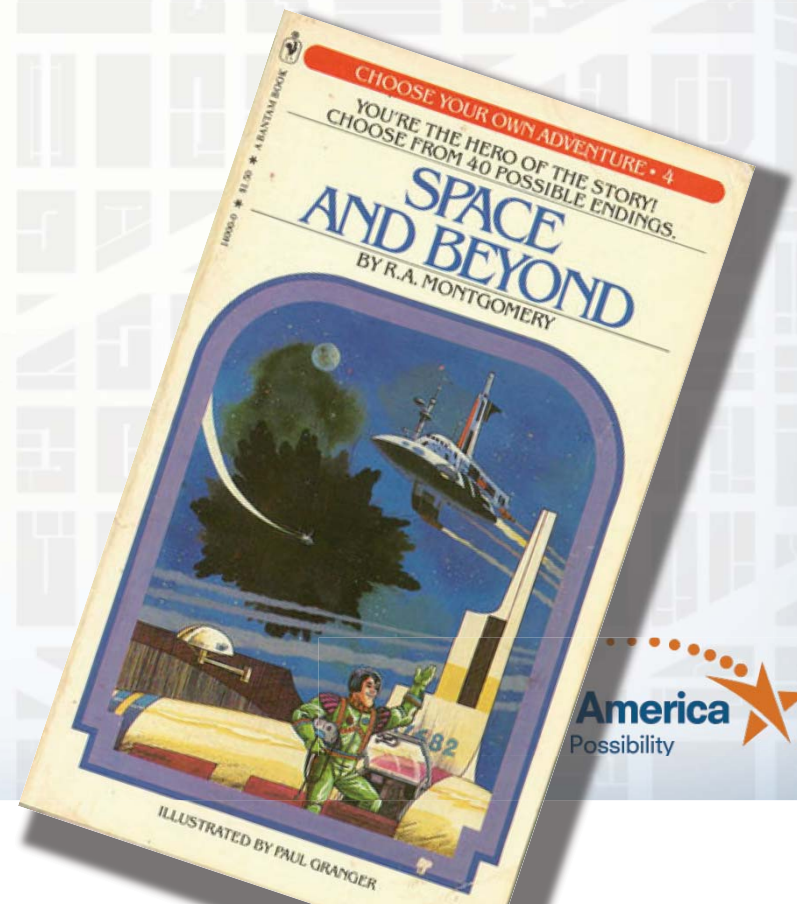
Real Estate Market

Warm or Cold

Land Capacity

High or Low

MITOD
Strategies



action guide

MIXED-INCOME TRANSIT-ORIENTED DEVELOPMENT

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[Submit](#)

[Reset](#)



[open all](#)

action guide

MIXED-INCOME
TRANSIT-ORIENTED
DEVELOPMENT

STRATEGIES + TOOLS

Changing/Vulnerable Population • High Land Capacity • Warm Market

PRIMARY STRATEGY

• Prevent displacement viaregulation

TOOLS THAT ARE LOCALLY CONTROLLED

- Rent control
- Condominium conversion controls
- Transfer taxes
- First-right-of-refusal laws for tenants and non-profits

• 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

MITOD Strategies

An organized list of strategies/tools

To request clarification or seek guidance about Mixed-Income TOD, please email Info@mitod.org
To learn more about TOD, visit our website: www.ctod.org



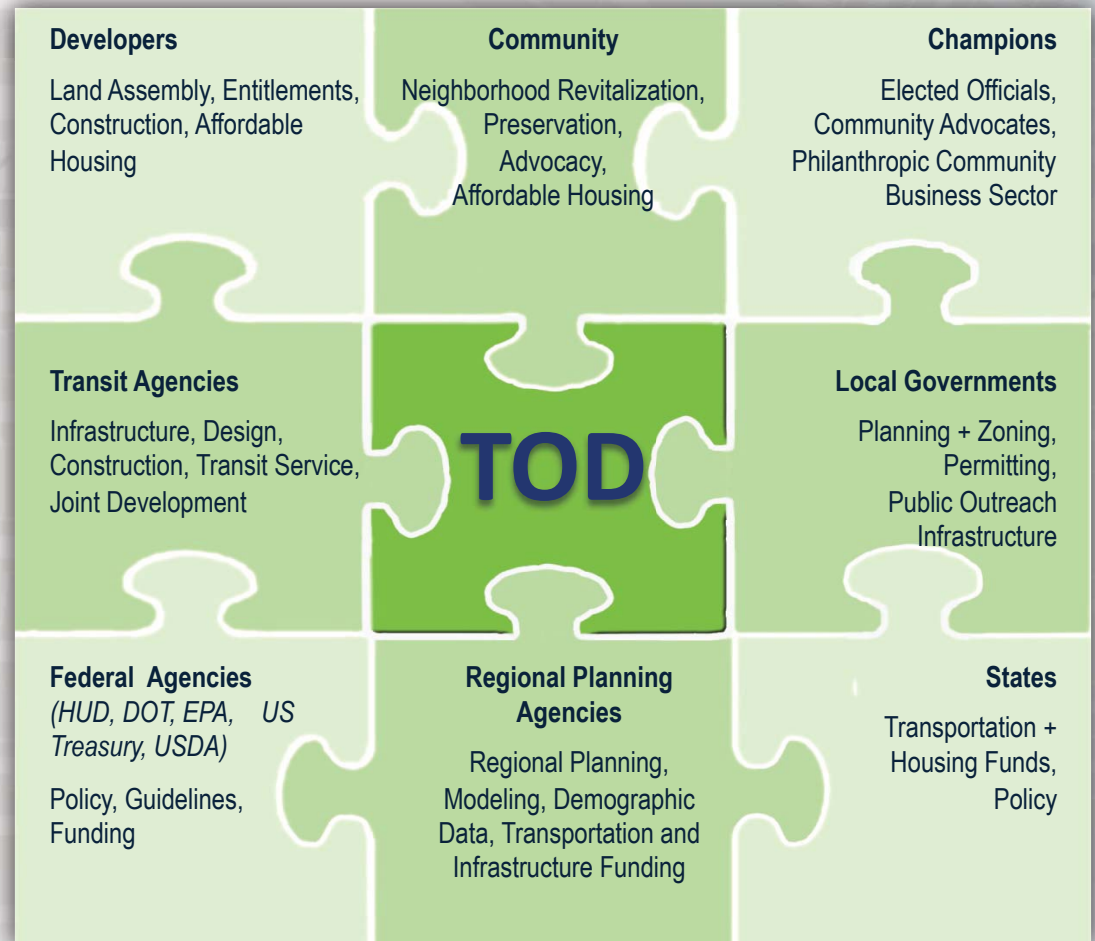
FEDERAL TRANSIT
ADMINISTRATION

Reconnecting America
People • Places • Possibility

Final Thoughts

A starting point for stakeholder engagement, discussion.

West Corridor: how things really happen



The background is a stylized, orange-toned map of a city grid. A prominent path is highlighted with a solid line, and a dashed circle is drawn around a central area of the grid.

Thank you!

www.mitod.org
www.ctod.org

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