

Building *Transit*, Building *Opportunity*



**Mixed Income, Mixed Use:
Equitable Development in Transit Communities**

James Madden, Enterprise Community Partners

Transit Oriented Development

Or, as they used to call it...



Development



(above: Plaza Roberto Maestas), (below: Hirabayashi Place)



Home & Hope



At Enterprise, we believe opportunity begins when people have a place to call home and grows with access to good schools, jobs, transit and health care.

Home and Hope proposes to facilitate development of affordable housing and education centers on under-utilized tax-exempt sites owned by public agencies and non-profits in King County.

IMPACT

Home & Hope will help:

- create replicable models for financing and developing ground-floor spaces that incorporate early-learning facilities
- create longstanding examples for better-aligned strategies among public agencies and non-profits to enable future partnerships
- pilot creative approaches to leverage and make better use of urban land resources to achieve maximum community benefits



REDI Fund overview

- Regional Equitable Development Initiative Land Acquisition Fund (\$21 million)
- Public investments totaling \$5 million leveraged \$16 million in private investment
- Favorable and flexible terms, patient capital to acquire land near transit in King, Pierce, and Snohomish counties
- Site eligibility not restricted to only Sound Transit station areas

Mixed-use, mixed finance, mixed-income, TOD models



Via Verde, South Bronx,
NYC



One Greenway, Boston



Capitol Studios,
Austin

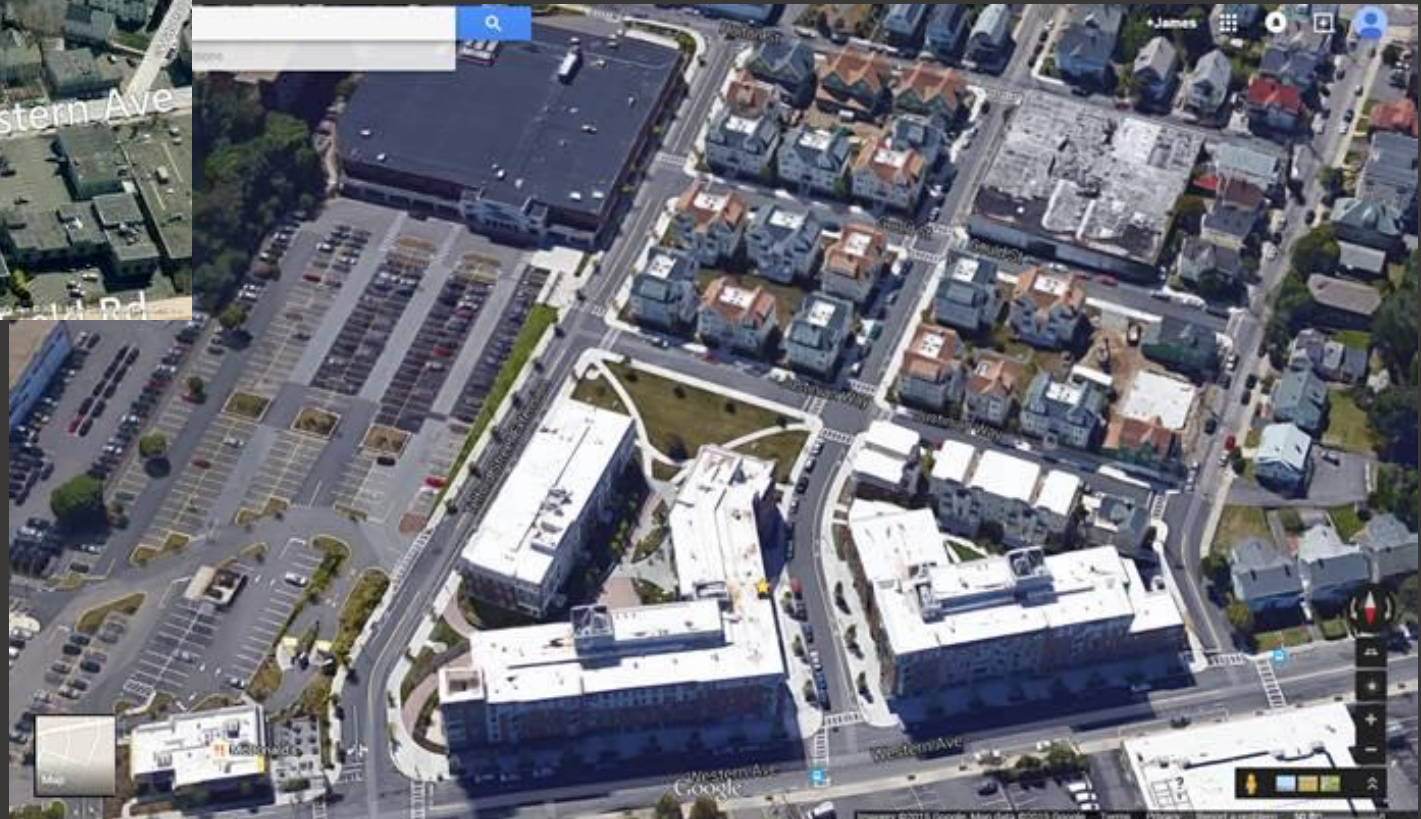


Mosaic on the Riverway,
Boston

Charlesview: Brighton Mills Before and After



March 2011



Sept 2014

Charlesview: Site Plan



Charlesview community:

Rental, ownership, retail, park



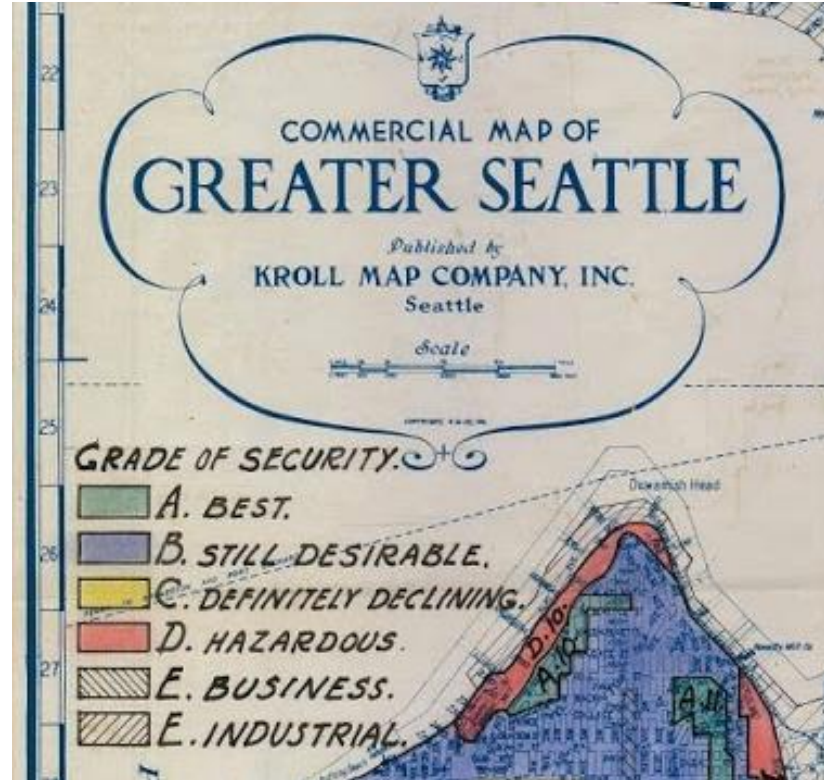
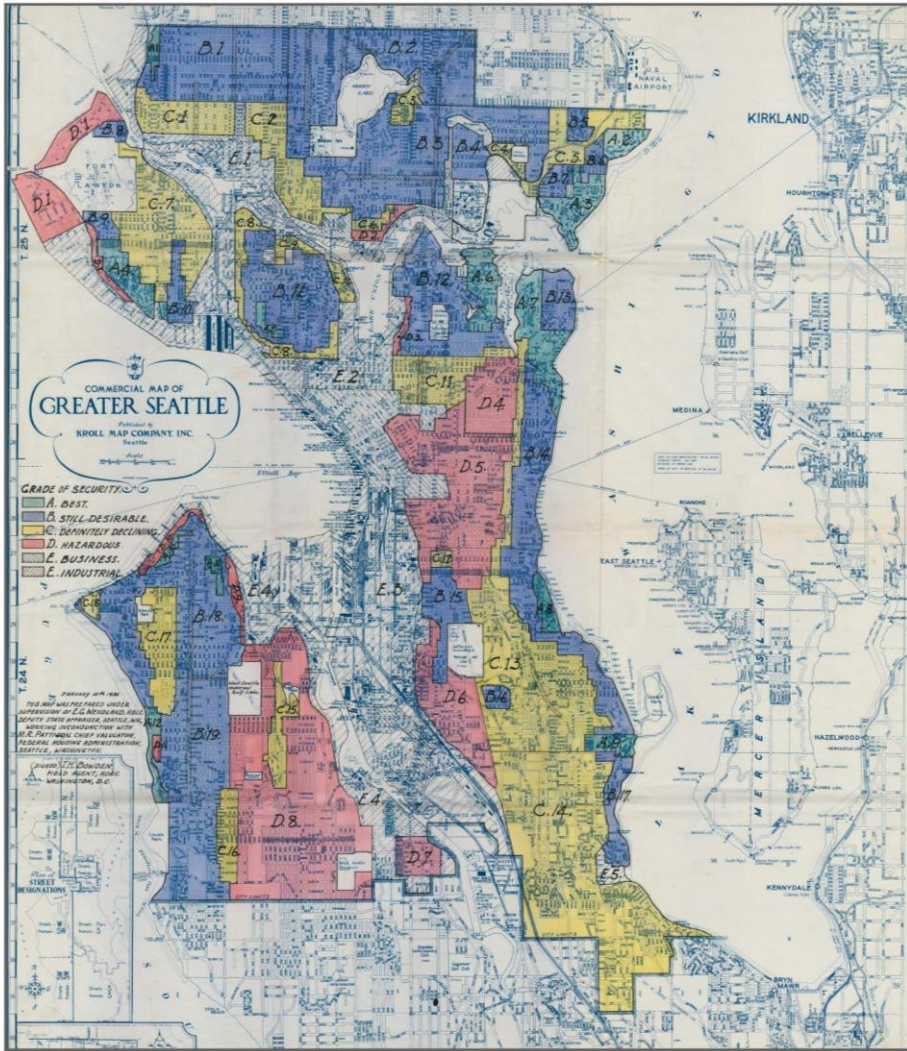
Principles of Equitable TOD

U b a x G a r d h e e r e

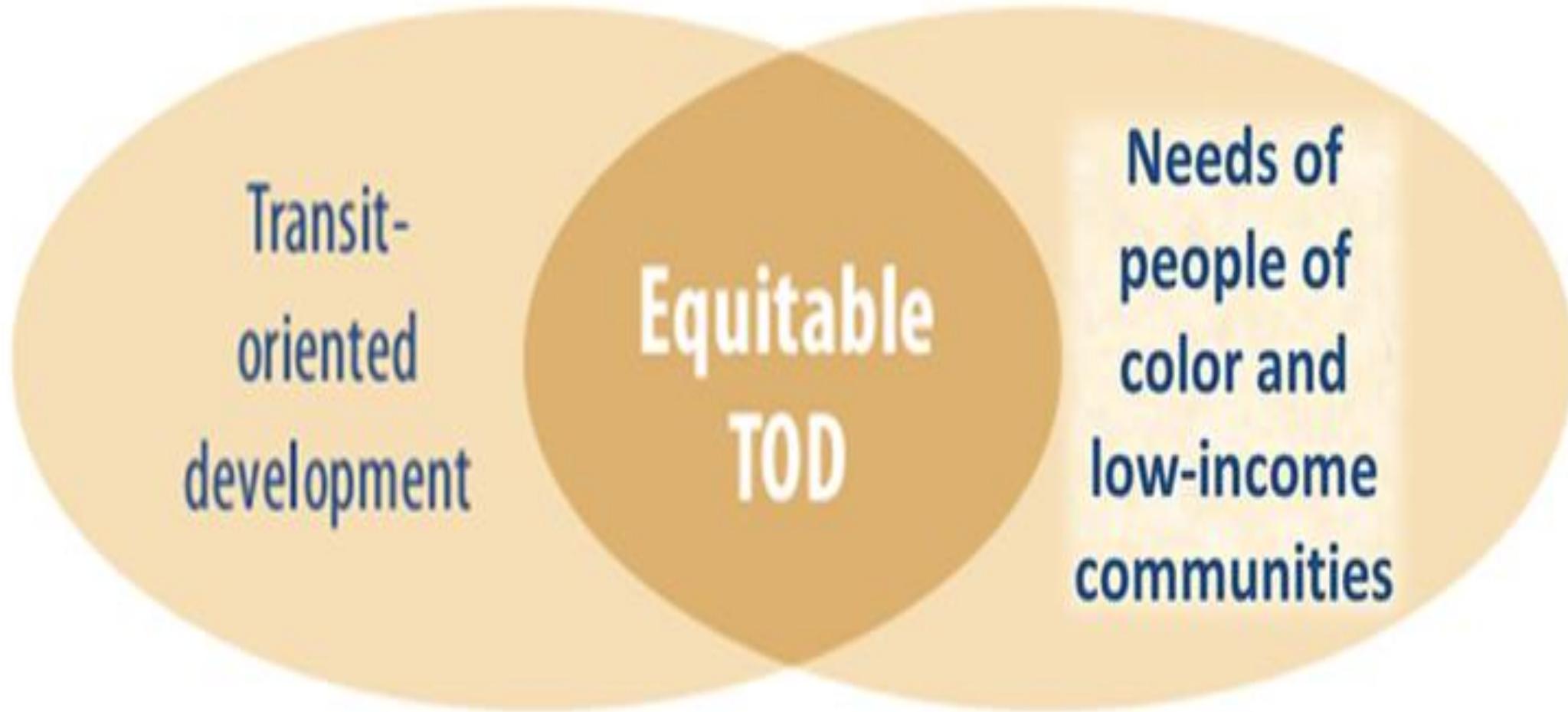
E q u i t a b l e S t r a t e g i s t M a n a g e r

**S e a t t l e O f f i c e o f P l a n n i n g a n d C o m m u n i t y
D e v e l o p m e n t**

Seattle's history – redlining and current impacts



Equitable TOD



Principle #1 Advance Economic Opportunity

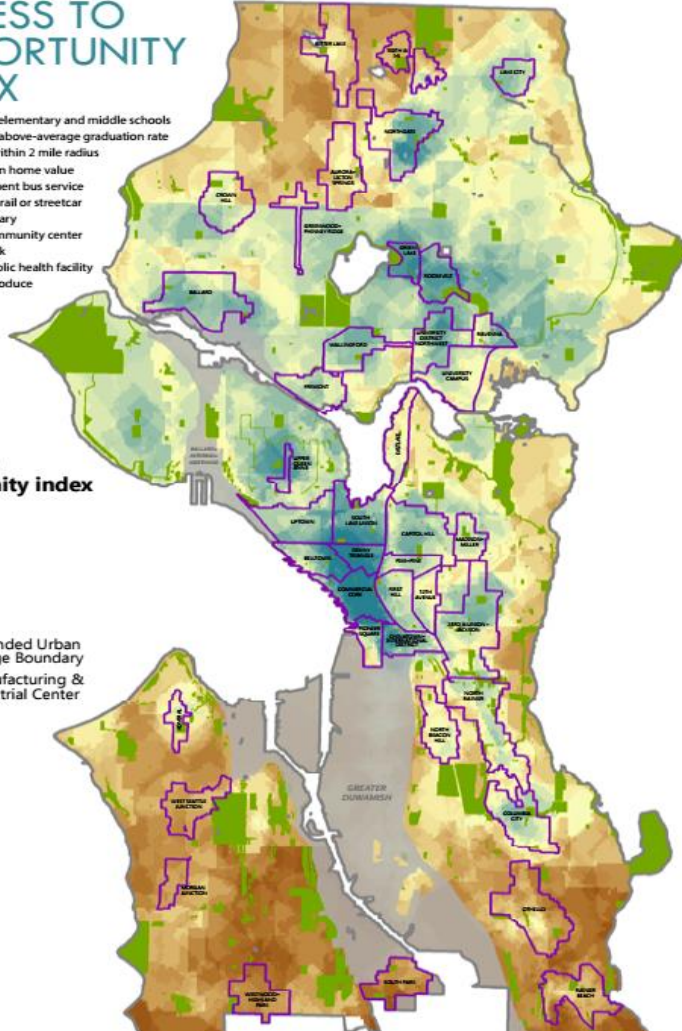


Principle #2 Prevent residential, commercial and Cultural displacement

ACCESS TO OPPORTUNITY INDEX

High performing elementary and middle schools
High school with above-average graduation rate
Number of jobs within 2 mile radius
Increase in median home value
Proximity to frequent bus service
Proximity to light rail or streetcar
Proximity to a library
Proximity to a community center
Proximity to a park
Proximity to a public health facility
Access to fresh produce

Access to opportunity index



Little Saigon
Landmark
Project



William
Grose Center
for Cultural
Innovation/
Midtown
Center

SE Economic
Opportunity
Center/ Multi-
cultural
Community
Center

Rainier Beach
Food
Innovation
District

Principle #3 Preserve and expand affordable housing options



Principle #4 Promote broader mobility and connectivity



Principle #5 Practice meaningful Community engagement



Principle #7 Develop Healthy and safe communities



Principle #8 Promote Environmental Justice



Principle #8 Promote Environmental Justice



Questions?



Transit Oriented Development

Presentation for Puget Sound Regional Council
TOD Panel

Susan Boyd, Chief Executive Officer
Bellwether Housing

Bellwether Housing: Foundations

- Formed in 1980 as Seattle Housing Resources Group by the Downtown Seattle Association
- Develops, owns & operates homes affordable to low-wage working people, seniors, families transitioning from homelessness, people with special needs
- Emphasis in urban areas near mass transit, high-quality public infrastructure, job centers, schools, services



Bellwether Housing: Now

- Manage 1900 apartments in 30 buildings
- 2 new buildings (207 units) under construction
- 3334 residents in 2016
- \$26M annual budget in 2017
- Downtown Seattle, Capitol Hill, South Lake Union, Queen Anne, Wallingford, University District, Rainier Valley, Northgate



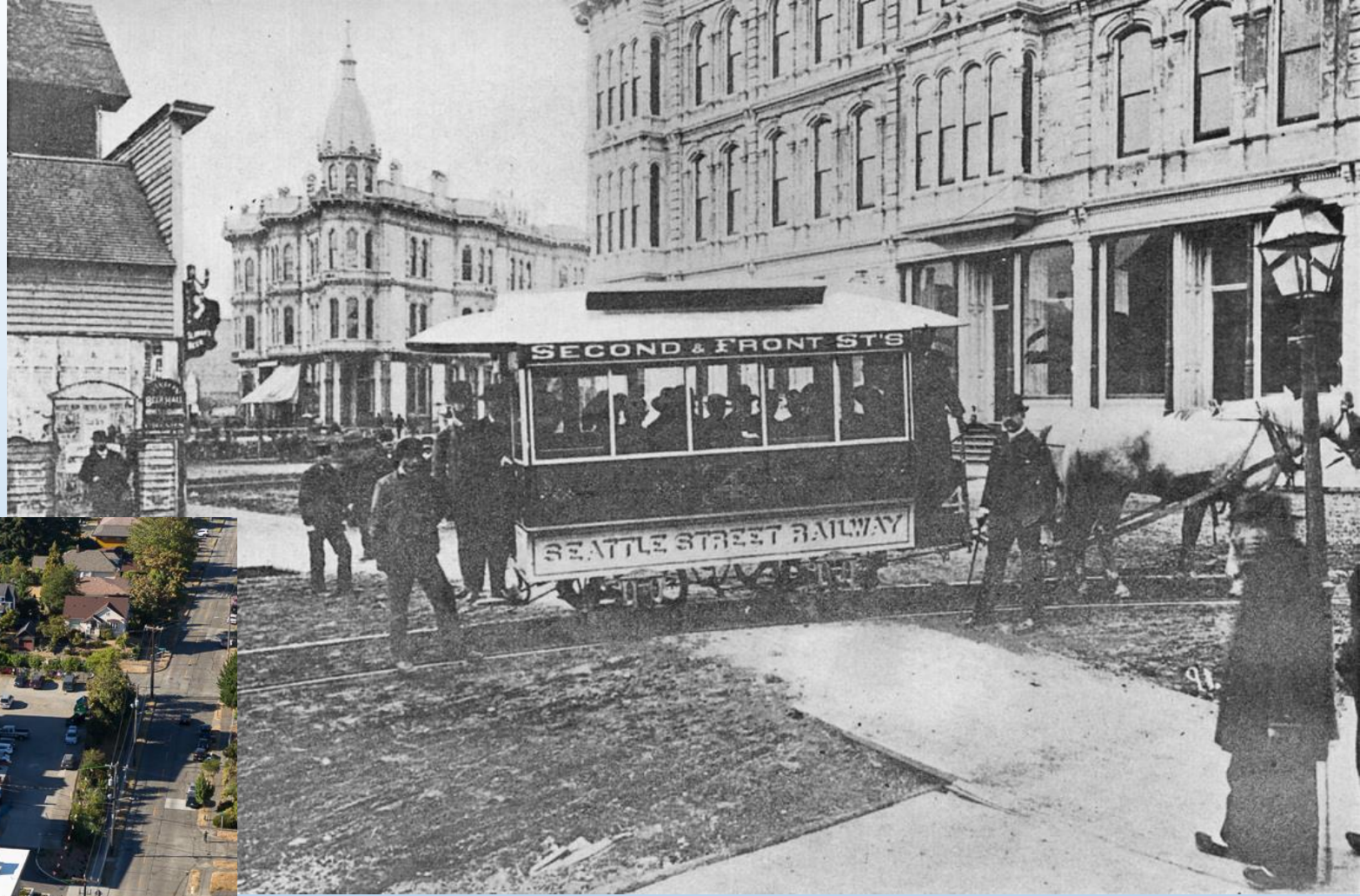
What is Transit Oriented Development?

Development centered around & **coordinated** with a major new **transit** hub.

Typically:

- Mixed-use
- Designed to encourage ridership and reduce auto dependence
- Pedestrian-oriented
- Neighborhood focal point

Seattle Horse-drawn Trolley, 1884



Plaza Roberto Maestas, Beacon Hill TOD, 2016

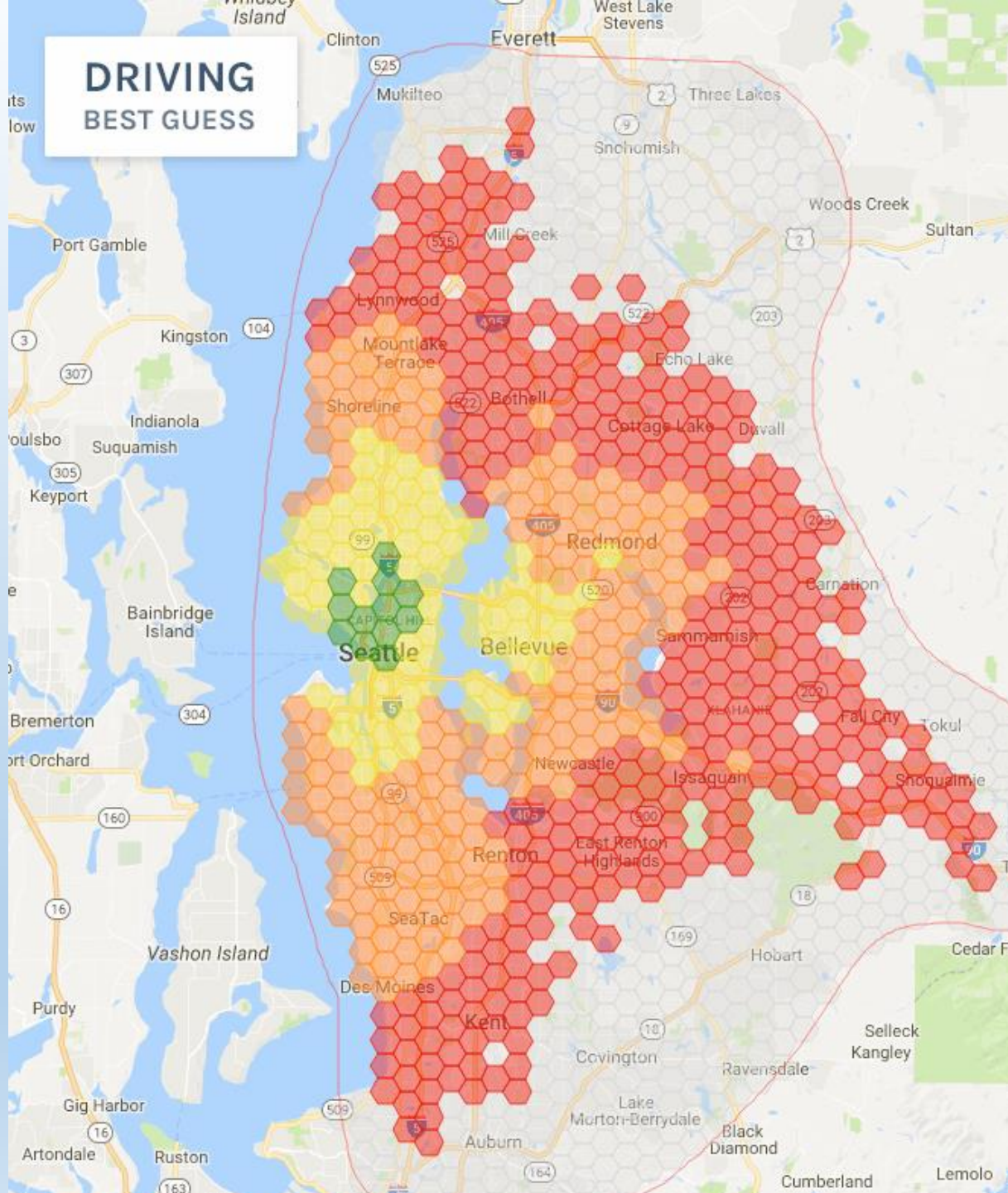
Why Affordable Housing in TOD?

- Access to jobs
- Regional traffic impacts
- Reduce transportation costs
- Reduces development costs
- Physical and emotional health of people
- Civic health of communities

Access to jobs & regional traffic impacts

- 2009-2012, >95% of growth in the lowest and highest income brackets—households making \$33,000 per year or less and households making \$125,000
- Largest job growth in computer programming - \$115,530 - 2x AMI
- Next largest employment areas
 - retail sales, average annual income - \$46,080 – 70% AMI
 - cashiers - 43% of AMI
 - customer service representatives - 58% of AMI
 - food service employees - 34% of AMI.
- ~25% percent of workers residing in Pierce County commute to King County for their employment

8:00 a.m. commute to
South Lake Union



LEGEND



LESS THAN 15 MINUTES



LESS THAN 30 MINUTES



LESS THAN 45 MINUTES




LESS THAN 60 MINUTES

Map created by Forrest Smith,
ForrestTheWoods.com, April 24, 2017

Access to transit increases family wealth

American Public Transportation Association

FUEL SAVINGS CALCULATOR

 Calculate your FUEL SAVINGS using public transportation

Your car's gas mileage (MPG)	30
Price of gas per gallon	\$ 2.75
Number of miles in your round trip commute	15
Size of your car	Medium Car *
Daily parking cost for your car	\$ 15 **
Daily round trip commute cost using public transportation	\$ 7
<div>ResetCalculate</div>	
TOTALS	
Your yearly cost of commuting by car	\$ 4,126.20
Your yearly cost of commuting by public transportation	\$ 1,680.00
YOU SAVE	
Your total savings	\$ 2,446.20
If you can live with one less vehicle in your household, you would save	\$ 8,022.20 ***

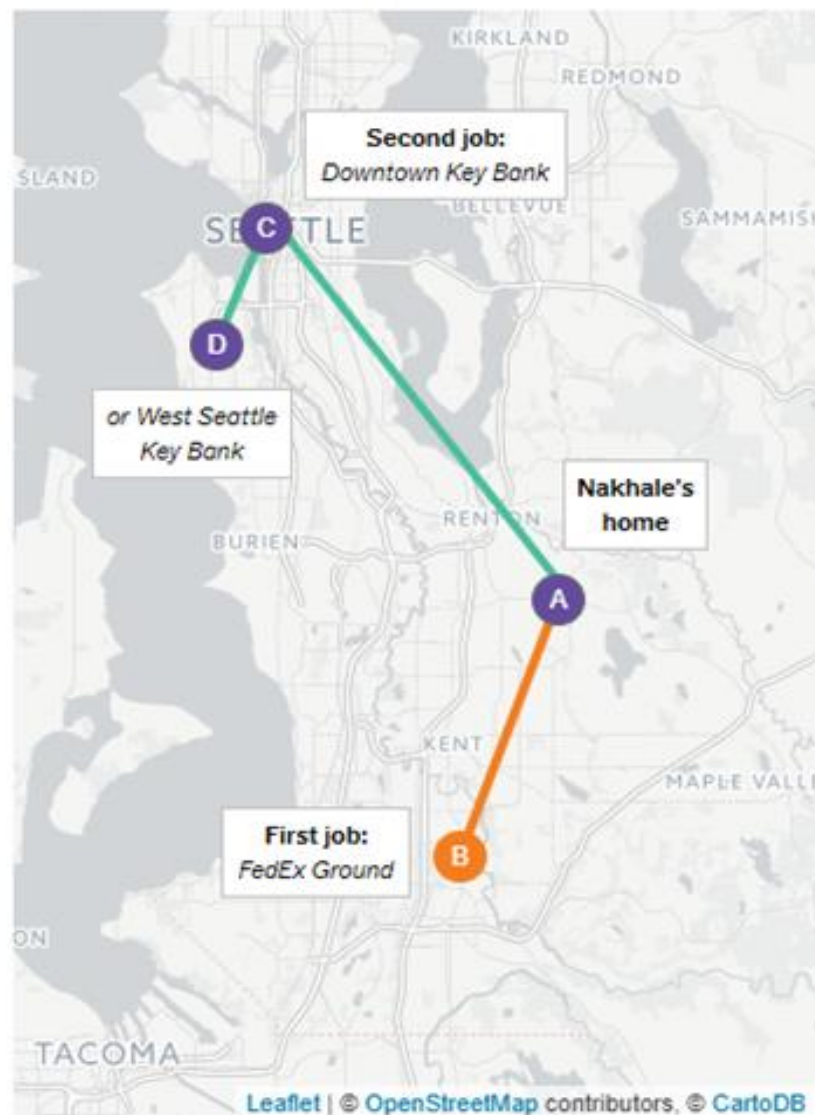
Reduces development costs attributable to parking

Total cost to build underground parking \$30-50,000/stall

10-25% of the TDC of average unit

Simon Nakhale's commute

A typical workday for Simon Nakhale starts at 1:40 a.m. and involves about three hours of commuting.



- A** 1:40 a.m.
Nakhale wakes up in his home in the Fairwood/Cascade area near Renton
- 2:25 a.m.**
Leaves home to drive to his first job
- B** 2:50 a.m.
Arrives at FedEx Ground to start his 3 a.m. shift
- A** 6:40 a.m.
FedEx shift ends and Nakhale drives home to freshen up
- 7:30 a.m.**
Nakhale and a neighbor leave to drive to work in downtown Seattle. (The neighbor drives Nakhale's car.)
- C** 8:25 a.m.
Nakhale arrives at his second job at Key Bank
- D** 8:45 a.m.
On some weeks, Nakhale works at a Key Bank branch in West Seattle. On those days, he drops his neighbor off in downtown Seattle, and Nakhale goes on to drive to West Seattle
- 5 p.m.**
Nakhale's shift at the bank ends; he and his neighbor drive home
- A** 6:25 p.m.
Nakhale arrives home, eats supper. (On days when he's working in West Seattle, and picks up his neighbor in downtown Seattle before heading home, he gets home at about 6:45 p.m.) He heads to bed at 7:30 p.m.

TOD Challenges

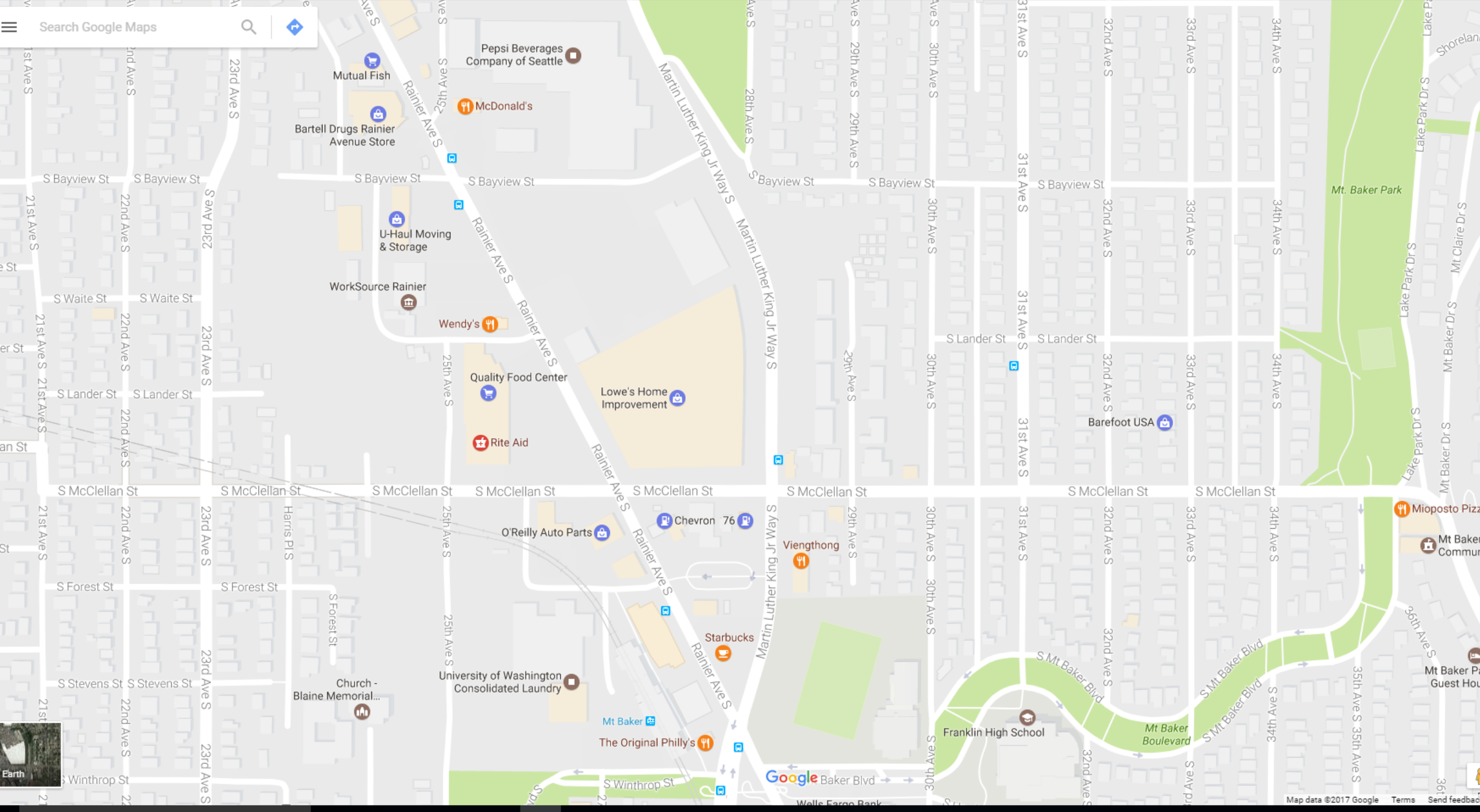
- The risk of being first
- Public-private partnerships can be messy
- Neighborhood impact is significant
 - scale, parking, non-residential uses

Risk of being first . . .

Artspace Mt. Baker Lofts
Jump-starting an Urban Village
2915 Rainier Avenue S., Seattle



- Adjacent to Mt. Baker Light Rail Station
- Jump-start the transformation of Mt. Baker neighborhood from car-oriented environment into “urban village”
- Bicycle storage and a reserved car-share parking space, but no parking garage
- Commercial spaces prioritizing opportunities to engage with creative individuals and organizations representing the neighborhood’s diversity







©2016 Google

©2016 Google

Public-private partnerships can be messy . . .

Multiple agencies

Clashing timelines

Multiple jurisdictions

Differing priorities

- Valuation
- Affordability
- Design

Misalignment of financing

Process, process, process

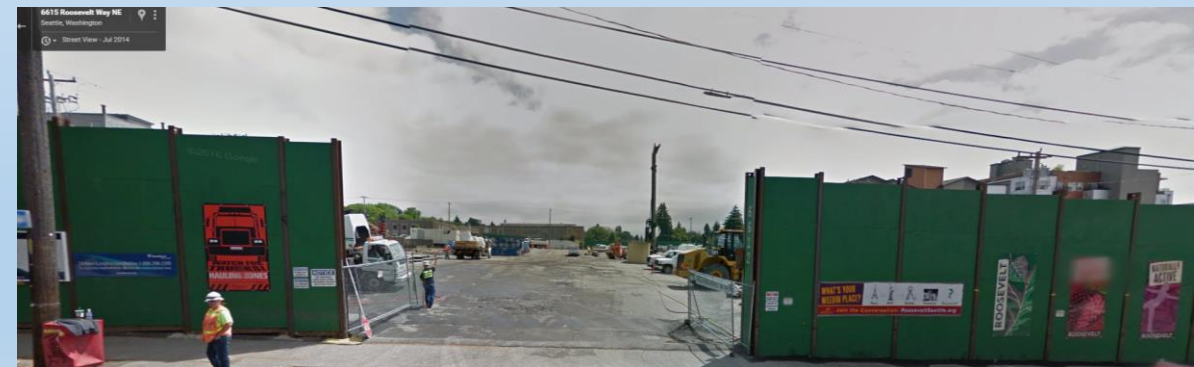


RENDERINGS OF THE FUTURE CAPITOL HILL STATION DEVELOPMENT, GERDING EDLEN, EARLY 2015

Construction start still 9-12 months away . . .



Neighborhood impact . . .



Questions?