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
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

Image credits: Foundation Communities, Urban Land Institute, One Greenway and Mosaic Affordable Housing
Charlesview: Brighton Mills Before and After

March 2011

Sept 2014
Charlesview: Site Plan
Charlesview community:
Rental, ownership, retail, park
Principles of Equitable TOD

Ubax Gardheere
Equitable Strategist Manager
Seattle Office of Planning and Community Development
Seattle’s history – redlining and current impacts
Equitable TOD

Transit-oriented development

Equitable TOD

Needs of people of color and low-income communities
Principle #1 Advance Economic Opportunity
Principle #2 Prevent residential, commercial and Cultural displacement

William Grose Center for Cultural Innovation/Midtown Center

SE Economic Opportunity Center/Multicultural Community Center

Rainier Beach Food Innovation District

Little Saigon Landmark Project
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
### FUEL SAVINGS CALCULATOR

*Calculate your FUEL SAVINGS using public transportation*

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Your car's gas mileage (MPG)</td>
<td>30</td>
</tr>
<tr>
<td>Price of gas per gallon</td>
<td>$2.75</td>
</tr>
<tr>
<td>Number of miles in your round trip commute</td>
<td>15</td>
</tr>
<tr>
<td>Size of your car</td>
<td>Medium Car</td>
</tr>
<tr>
<td>Daily parking cost for your car</td>
<td>$15</td>
</tr>
<tr>
<td>Daily round trip commute cost using public transportation</td>
<td>$7</td>
</tr>
</tbody>
</table>

**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

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Access to transit increases family wealth
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.

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
2:50 a.m. Arrives at FedEx Ground to start his 3 a.m. shift
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)
8:25 a.m. Nakhale arrives at his second job at Key Bank
6:45 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
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
• 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
Public-private partnerships can be messy . . .

- Multiple agencies
- Clashing timelines
- Differing priorities
  - Valuation
  - Affordability
  - Design
- Misalignment of financing
- Multiple jurisdictions
  - 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?