Transformation Planning, Mixed-Income Housing and “Development Oriented Transit”

"Changing the TOD Cookie Cutter"
RailVolution
November 6, 2006

Metropolitan Planning Council
www.metroplanning.org
What is the Metropolitan Planning Council?

“a nonprofit, nonpartisan group of business and civic leaders committed to serving the public interest through the promotion of sensible growth, economic competitiveness and equity of opportunity”

- Founded in 1934
- 60 member, business-based board
- 24 professional staff
- Partnership with hundreds of public officials, business leaders, community-based organizations and other stakeholders
Research: MPC begins all efforts with primary research

Policy Development: We formulate independent policies based on our research

Advocacy/Implementation: We activate change through coalitions, pilot initiatives, technical assistance and direct lobbying.
What is the Plan for Transformation?

- Largest public housing reform in the country
- Demolition of close to 19,000 apartments from the nation’s most notorious high-rises
- Relocation agreement, including “right to return,” for all 25,000 leaseholders (as of 10/99)
- Over 6,000 homes priced for public housing residents are coming on-line within new mixed-income communities
- The country is watching
MPC activity in support of the Plan for Transformation?

- “Building Successful Mixed-Income Communities” forums
- Employer Assisted Housing (EAH) programs for mixed-income sites
- CHA Developers Roundtables
- Communication/Marketing Materials, such as “Mixed-Income Communities in Chicago” brochure
- Research, Fact sheets and Recommendations
Elements contributing to mixed-income communities’ success

- Well-designed, well-built housing
- Excellent property management
- Comprehensive supportive services and community building strategies
- A variety of quality schools
- Retail/Commercial opportunities
- Parks, community centers and recreational facilities
- Transit options
The Oakland Community is rich in mixed-income development.
Key public investments in and around mixed-income development in Oakland

- **Housing**
  - $370+ million anticipated in financial commitments by the City, IHDA, HUD and other public sources for housing construction
  - $5.6 million spent in infrastructure: Water, Sewers, Electricity.

- **Services**
  - $1.3 million currently spent annually by CHA in social services for low-income residents (Service Connector program) plus $500,000 per year committed by the John D. and Catherine T. MacArthur Found. for post-occupancy services
  - Major new resource commitment from work readiness agencies

- **University of Chicago Charter School**
- **Cottage Grove TIF district**
- **Mandrake Park, 40th Street Beach**
- **New Pedestrian Bridges planned:** at 35th, 37th and 43rd
- **No major investments in transit!**
Map of key public investments

- University of Chicago Charter School
- Pedestrian Bridges (planned)
- Mixed-Income Communities
- Oakwood Shores
- Mandrake Park
- TIF District
- Lake Park Crescent
- 40th Street Beach
- Jazz on the Boulevard

Metropolitan Planning Council
Residents need and deserve access to high-quality transit options

- All residents need access to employment, training centers and education.
  - Renters need to work or be engaged in training/education in order to live in Chicago mixed-income communities

- Homebuyers consider transportation options as a key factor when deciding where to purchase a home.
  - A commute time of 45 minutes or less is the top priority in deciding where to live for 79 percent of Americans.
  - Among people planning to buy a home in the next three years, 87 percent place a high importance on a shorter commute as their top priority.

Comparable mixed-income sites have access to a range of transit …

- **Park Boulevard**
  - Total Units: 1,314
  - Public Housing: 439 / 33%
  - Affordable Housing: 437 / 33%
  - Market Rate: 438 / 33%

- **Roosevelt Square**
  - Total Units: 3,276
  - Public Housing: 1467 / 45%
  - Affordable Housing: 843 / 26%
  - Market Rate: 966 / 29%

- **Legends South**
  - Total Units: 2,417
  - Public Housing: 851 / 33%
  - Affordable Housing: 894 / 34%
  - Market Rate: 872 / 33%
Yet there is a lack of transit options in Oakland.

- No CTA Train stops within ¼ mile of community center
- Only 3 bus lines to Loop
- Metra runs along Eastern side, but no stops between 27th and 47th Streets
- Only 1 in 2 households in the community have access to a car

Oakwood Shores
Total Units 3,000
Public Housing: 1000 / 33%
Affordable Housing: 690 / 23%
Market Rate: 1320 / 44%

Jazz on the Boulevard
Total Units 137
Public Housing: 30 / 22%
Affordable Housing: 36 / 28%
Market Rate: 69 / 50%

Lake Park Crescent
Total Units 490
Public Housing: 120 / 24%
Affordable Housing: 122 / 25%
Market Rate: 248 / 51%
Oakland residents spend an average of **42 minutes** commuting to work using a patchwork of public transit options.

27% of residents spend **1 hour or more** in every trip to and from work.

**Travel Time to Work: Oakland Residents**

- Less than 15 mins: 13%
- 15 to 29 mins: 30%
- 30 to 45 mins: 12%
- 45 to 59 mins: 18%
- 1 hour or more: 27%

Population growth will increase demand for mobility options

- Population in the three mixed-income sites is expected to almost **double** by 2010.
- Smaller private developments in the area will add more residents to Oakland.

Near North Side, in the Cabrini-Green redevelopment area: focus on the vicinity of ParkSide of Old Town mixed-income community (780 new units by 2010)

Near West Side, along the Lake Street corridor, between Ashland and Western Avenues: includes the Westhaven mixed-income community (1,329 new units by 2010)

Oakland community’s lakefront, between 35th and 43rd Streets: including the Oakwood Shores, Lake Park Crescent and Jazz on the Boulevard mixed-income communities (3,600+ new units in total by 2010)
RTAP funds preliminary transit planning and technical assistance, including:

- Producing a study of transit conditions
- Developing outreach activities within the community, in order to receive input and disseminate information
- Regularly convening an advisory group of stakeholders involved in the process
How will the Department of Planning and Development (DPD) utilize RTAP funds, and how will MPC assist?

<table>
<thead>
<tr>
<th>DPD</th>
<th>MPC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coordinate three corridor studies analyzing transportation conditions and identifying opportunities for transit improvement and TOD near the 3 three mixed-income communities</td>
<td>Coordinate community and stakeholder outreach, participation and education on transit planning nearby the 3 mixed-income communities, and trigger the interest of champions/investors</td>
</tr>
<tr>
<td>Survey current infrastructure and service for all transportation modes</td>
<td>■ Identify community stakeholders (public, private, nonprofit) at each site to create advisory councils</td>
</tr>
<tr>
<td>Elaborate market demand study based on 5, 10 and 20-year growth projections</td>
<td>■ Identify a central committee include reps. from the three sites</td>
</tr>
<tr>
<td>Present viable options addressing mobility challenges to be implemented</td>
<td>■ Educate stakeholders into the sensible growth planning principles advanced by RTAP</td>
</tr>
<tr>
<td>Make recommendations for the improvement of transportation options</td>
<td>■ Convene and facilitate periodical local and central committee meetings</td>
</tr>
<tr>
<td>Propose linkages to TOD</td>
<td>■ Coordinate stakeholders’ input and integrate it within larger RTAP work by DPD (transit corridor analyses)</td>
</tr>
<tr>
<td>Establish shared lessons learned by the 3 sites</td>
<td>■ Identify champions and engage them and stakeholders in supporting implementation of key study recommendations</td>
</tr>
<tr>
<td></td>
<td>■ Provide an independent task force of experts to advice the central and local committees before final recommendations are out</td>
</tr>
</tbody>
</table>
Questions and Comments

www.metroplanning.org