Equity and Transit Oriented Development
South Los Angeles
TOD: “A Social Equity Issue”

“According to a [Brooking’s study], the people lucky enough to live in the most walkable neighborhoods are often the most well-off. [Brooking] says this trend poses “a serious social equity issue.” Living in a walkable neighborhood brings a slew of health and economic benefits. It also means life takes less time: commutes are shorter, trips to the grocery store are easier, going to the park requires almost no effort. Often, living in a more “walkable” neighborhood actually requires less walking: Everything a person needs might be located within a two- or three-block radius instead of a 10-block one. Life is just easier.”

Project Area in South Los Angeles

I-10 (Santa Monica Expressway)

Western Avenue

Long Beach Avenue

Slauson Avenue
Equitable TOD - A pedestrian-friendly community with a mixture of housing types that are affordable, local/small businesses, complete streets and other community benefits, within ½ mile of rail and ¼ of BRT stations. Less use of a car and more exercise.
Displacement Risks in South Los Angeles

At-Risk Affordable Housing Near Bus and Rail

Tenants and community groups report evictions, landlord harassment, housing discrimination

Affordable housing ½ mile from Expo Line and ¼ from Bus Rapid Transit Stations
Without anti-displacement policy in place, lower-income residents and local businesses are pushed out and gentrification occurs!
Results of Market Driven Investment 2000-2010

- Decrease in Black population is twice that of the rest of the city
- 90007 Latino population decrease by -15%
- 30% of residents paying more than 50% of their income on rent
- 19% of 1 bedroom units and 5% of 2 bedroom units are affordable
- Displacement in 90007 impacting 90037 and 90011
  - Family households in 90007 -17.8%
  - Family households in 90011 4.4%
  - Family households in 90037 7.7%
  - Family households in city 1.1%
Redefining Development and Growth

- Market Based Development
  - Decide, Announced, Defend model
  - Trickle down to low income communities
  - Large developers benefit

- Community Serving Development
  - People based and driven to create better quality of life for those who need it
  - Direct benefit to low income communities
  - Address poverty with job creation, living wages, job training, affordable housing
  - Redistribution of Wealth
  - People with limited power benefit
Community Engagement Core Transit Riders
People’s Planning School
Engage in TOD Planning in Project Area
Equity Focused TOD Policies

• **Some ideas…**
  • If development receives density bonuses, affordable housing should be required.
  • Require mixed-use developments within walking distance of Blue Line and Expo Line rail stations and bus stops, that include:
    • affordable residential units (extremely low income, very low)
    • commercial, affordable retail, community health clinic, schools, and/or other community serving uses.
  • Anti-displacement and value capture strategies
  • 1:1 Replacement
  • Linkage Fees
  • Affordable Housing Impact Fee
  • Economic Development – Support of local businesses and vendors
  • Local hiring and living wage requirements for jobs created by the project
  • Community Health promoting uses
Thank you!