

Prospering in Place—Redefining Economic Progress for Ohio's Communities

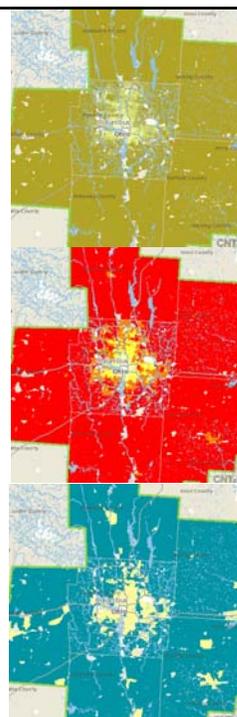
Scott Bernstein, President
Center for Neighborhood
Technology

Ohio Balanced Growth
Conference

January 11, 2012

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www.cnt.org



Outline



- Take a fresh look at Ohio's economy and where there are opportunities to make it more productive
- Take a look at trends defining the demand for real estate and compare that to how ready Ohio's communities are to meet that demand effectively
- Focus particularly on infrastructure and transportation
- Recommend some near-term actions that will make a difference

When Coffee Came to London...



One Definition of Resilience



- ...**resilience as a process**— a positive trajectory of adaptation after a disturbance, stress, or adversity ...
- ...community resilience emerges from four primary sets of **adaptive capacities**: Economic Development, Social Capital, Information and Communication, and Community Competence ...
- ...Community Competence, has to do with collective action and skills for solving problems and making decisions, which stem from **collective efficacy and empowerment**

Fix It First or Buy Something Better?



- “As governments, we’re on the hook to maintain core legacy infrastructure including roads, bridges, water, and sewers...”
- But then there’s the infrastructure we’re turned on about...
- Mass transit, more complete streets, clean energy economy, broadband, smart grid and green infrastructure...”

Oregon Governor John Kitzhaber
June 2012

Similar Choices Comprise a Vision:



Common Elements of These Shifts



- From centralized to distributed systems
- From investments in a small number of large systems to a larger number of smaller ones
- Once learned, these shifts save anywhere from 20% to 80% against Business as Usual on a life-cycle basis
- They all turn full time consumers into at least part-time producers
- They all take specialized social capital and community competence
- They're all growing but incumbent institutions don't change easily



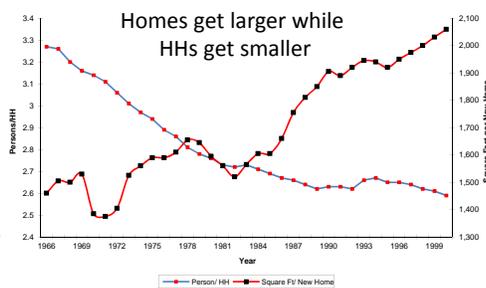
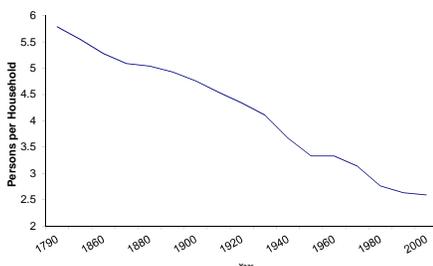
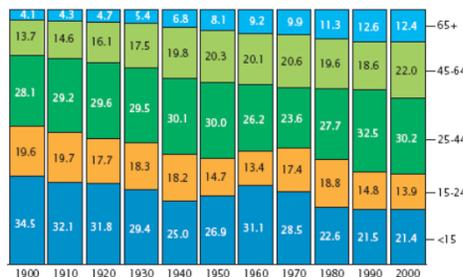
Response to the Great Flood of Dayton 1913

Flood Prevention Fund signs at the Courthouse. A giant replica of a cash register was built on the Courthouse platform, and each day the amount subscribed up to that time was "rung up" on the register.

Demographic & Price Trends Promote Urbanism and Demand Reduction



- Continuous drop in household size since 1790
- 2/5 HHs had 1-2 persons in 1960, 3/5 today
- HH Size dropped from 3.3 to 2.6 1960-2000 while home size built increased 1400-2100 square feet
- "Married w/kids" only 23% of total, HHs w/kids 30%
- Rapid increase in older HHs



As Transit Connectivity Goes Down, Risk to Aging Boomers Increases

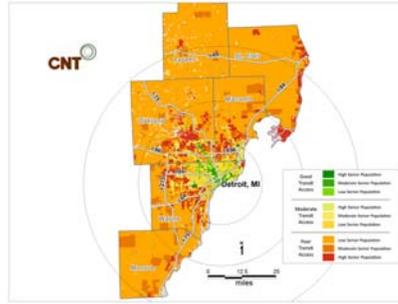


Lincolnwood Place
Lincolnwood IL

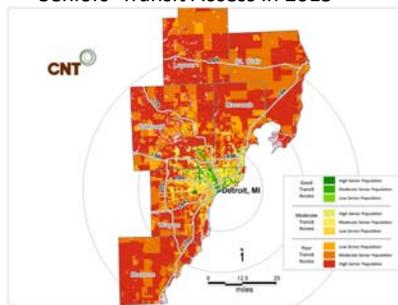



North Shore Retirement Hotel
Evanston Illinois

Seniors Transit Access in 2000



Seniors' Transit Access in 2015



CNT for AARP & T4

How the Market Views Ohio Regions—ULI and PWC 2013 Emerging Trends in Real Estate

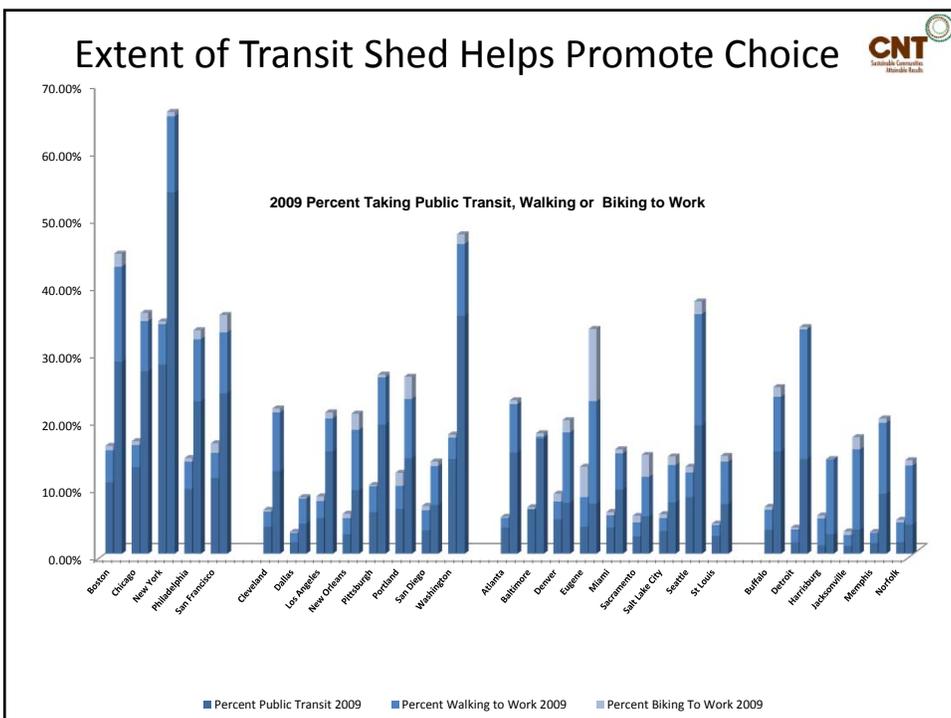
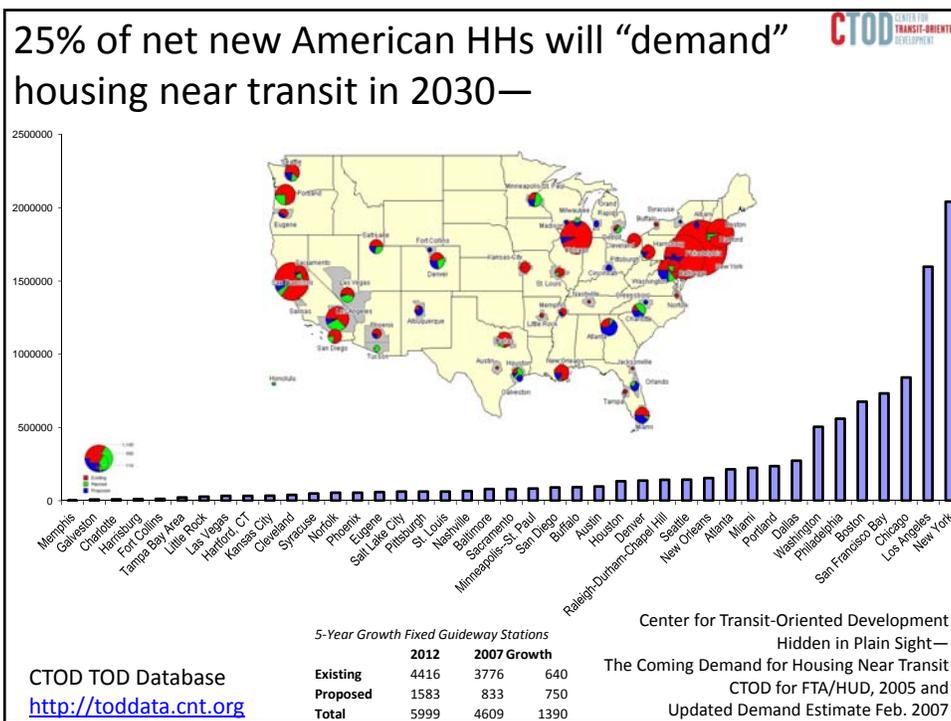
- Benchmarks 51 largest metro markets in US
- Favors places with growing jobs + good match with demographic trends + proven ROI= higher density, mixed-use, rental, transit-oriented, 24-hour markets
- Cincinnati jumped 6 to 38—market acted on job growth, planning modernization, streetcar approval
- Cleveland at 3d from bottom
- Columbus stuck at 40

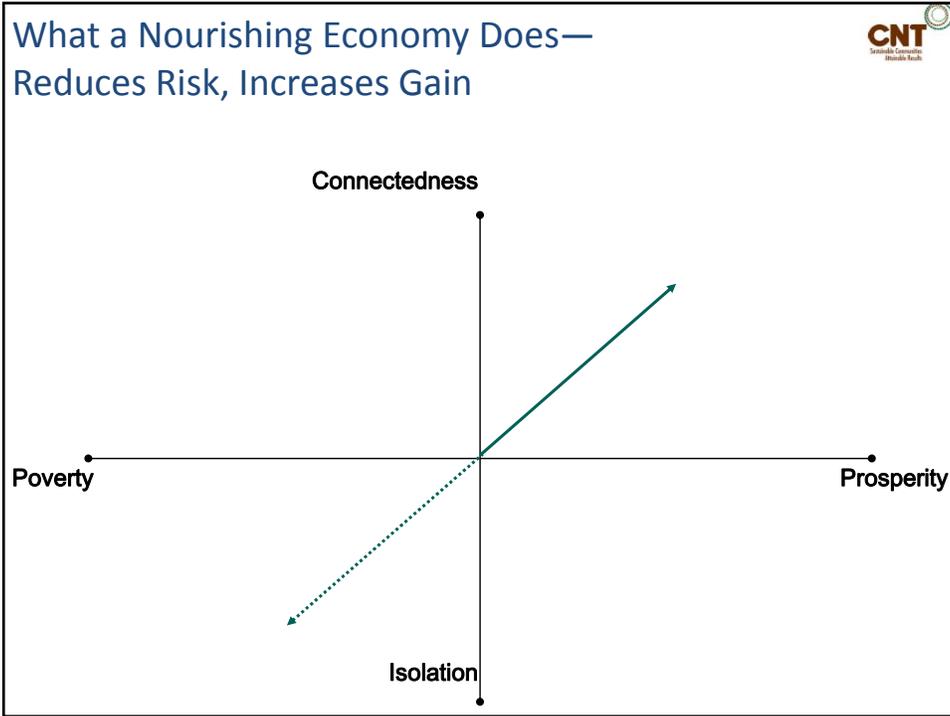
	Investment	Development	Homebuilding
1 San Francisco (1/1/1)	6.21	6.07	6.06
2 New York City (2/2/3)	5.74	5.76	6.42
3 San Jose (3/3/2)	5.69	6.26	6.58
4 Austin (7/4/5)	5.64	5.36	6.28
5 Houston (5/5/6)	5.54	5.36	5.16
6 Boston (4/6/8)	5.45	5.31	5.05
7 Seattle (6/6/7)	5.12	5.16	5.14
8 Washington, DC (12/8/4)	4.83	5.11	5.30
9 Dallas/Fort Worth (10/7/10)	4.67	5.20	5.26
10 Orange County, CA (9/19/9)	4.66	5.20	5.21
11 Raleigh/Durham (15/10/11)	4.62	5.25	5.44
12 Miami (11/11/16)	4.56	5.23	5.20
13 Northern New Jersey (16/12/12)	4.50	5.23	5.20
14 Denver (8/14/15)	4.49	5.17	5.45
15 San Diego (13/17/13)	4.37	5.00	5.48
16 Los Angeles (14/15/14)	4.35	5.00	5.49
17 Charlotte (18/16/19)	4.31	5.00	5.26
18 Nashville (21/13/21)	4.20	5.20	5.16
19 San Antonio (22/18/17)	4.20	5.20	5.40
20 Portland, OR (17/20/23)	4.19	5.20	5.00
21 Salt Lake City (19/21/20)	4.09	5.39	5.20
22 Honolulu/Hawaii (24/22/18)	4.10	5.27	5.33
23 Minneapolis/St. Paul (23/25/25)	4.03	5.06	4.82
24 Chicago (20/24/31)	4.03	5.12	4.54
25 Worcester, NY/Fairfield, CT (28/23/28)	4.02	5.14	4.78
26 Virginia Beach/Norfolk (31/27/22)	4.36	5.00	5.14
27 Philadelphia (27/26/24)	4.01	5.05	4.83
28 Orlando (26/28/27)	4.04	4.97	4.77
29 Tampa/St. Petersburg (25/29/29)	4.00	4.90	4.64
30 Pittsburgh (33/32/28)	4.32	4.66	4.66
31 Baltimore (32/30/33)	4.36	4.78	4.40
32 Oklahoma City (36/31/30)	4.36	4.76	4.55
33 Phoenix (29/37/34)	4.00	4.24	4.06
34 Kansas City (34/33/32)	4.27	4.27	4.42
35 Atlanta (30/34/38)	4.40	4.32	4.66
36 Inland Empire, CA (35/36/36)	4.20	4.26	4.05
37 Indianapolis (38/35/35)	4.83	4.31	4.20
38 Cincinnati (37/38/40)	4.96	4.48	4.88
39 Jacksonville (39/39/41)	4.80	4.46	4.66
40 Columbus (42/41/37)	4.66	4.40	4.66
41 Milwaukee (41/40/42)	4.70	4.04	4.38
42 Albuquerque (44/44/39)	4.48	3.88	3.90
43 St. Louis (40/42/46)	4.61	4.00	4.35
44 Tucson (43/47/44)	4.53	3.78	3.83
45 Memphis (47/43/45)	4.29	3.94	3.88
46 Providence, RI (46/46/45)	4.05	3.77	3.88
47 New Orleans (53/45/47)	4.65	3.88	3.88
48 Cleveland (49/48/48)	4.19	3.38	3.85
49 Sacramento (45/50/50)	4.31	3.30	3.63
50 Las Vegas (46/50/50)	4.30	3.20	3.84
51 Detroit (51/51/51)	4.38	3.18	3.83

→ Cincinnati (38)

→ Columbus (40)

→ Cleveland (48)





What a Nourishing Economy Does and Does Not Look Like

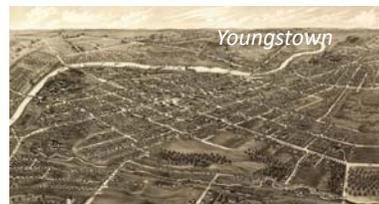
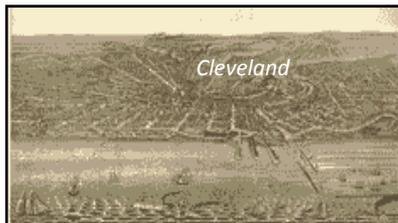
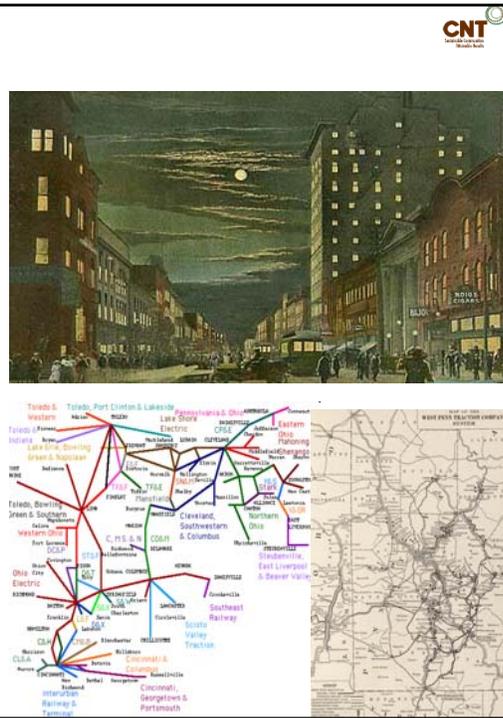
The diagram is a 2x2 matrix with the same axes as the first diagram. The quadrants are filled with images:

- Top-Left (Connectedness/Poverty):** Two maps showing network connections. The left map has yellow lines, and the right map has red lines.
- Top-Right (Connectedness/Prosperity):** A collage of images including people at a table, a building entrance, a public square with a fountain, and a modern building with a sign that says 'HISTORIC THIRD STREET'.
- Bottom-Left (Isolation/Poverty):** An illustration of a water tap with a red handle pouring water into a glass, and a photograph of a parking lot with a red arrow pointing to a single car.
- Bottom-Right (Isolation/Prosperity):** A photograph of a city skyline across a river, and a photograph of a highway interchange.

The CNT logo is in the top right corner.

We Had It Right Once

- Transportation only 3-5 percent of HH expenditures
- Every city of 5000+ had streetcars and interurban, more had steam RR service
- High household savings rate
- Penn-Ohio Electric Co: Penn-Ohio Power & Light; Youngstown Municipal Railway; all sub of Republic Railway & Light Co; Youngstown & Suburban
- 231 pass cars, 61 interurban buses, 16 freight
- 102 miles of Youngstown Service plus 119 miles of interurban connecting with Girard, Niles, Mineral Ridge, Warren, Leavittsburg, E. Youngstown, Struthers, Lowellville, Poland, & Hubbard OH; Edenburg, New Castle, New Bedford, Sharon, Sharpsville, Farrell, Wheatland, W. Middlesex PA; N. Lima, Leetonia
- Multiple connections to Pittsburgh at New Castle
- Thousands of miles of scheduled service each on fixed guideway and eventually by motor coach
- Provided economy of scope—unit costs were lowered the more the number of network routes connected



Three cities organized with strong urban form, and tightly connected by water, rail & economics



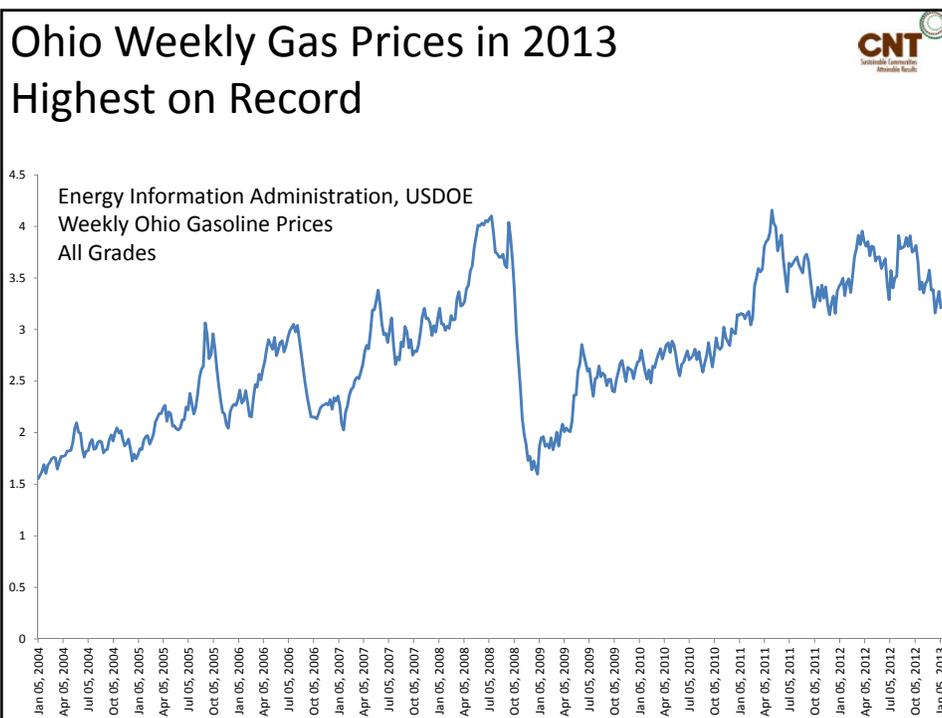
Columbus, Ohio Broad & High Peak-Value at Streetcar Intersection

Note

- Increasing Density,
- Mixed-Use Development,

and

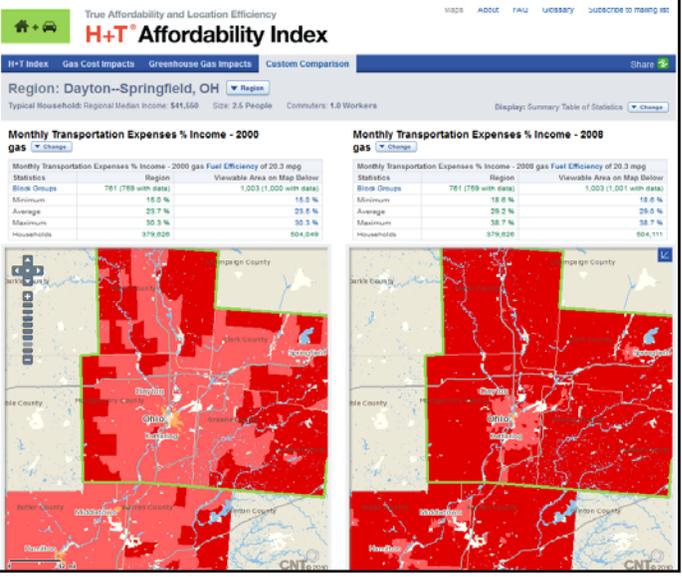
- Human Traffic Control Umbrella



When Gas Prices Soared from \$1/Gallon in 2000 to \$4.07 in \$2008, Households in Dayton's Most Location Efficient Places COL Rose 3%, But Rose 9% Elsewhere



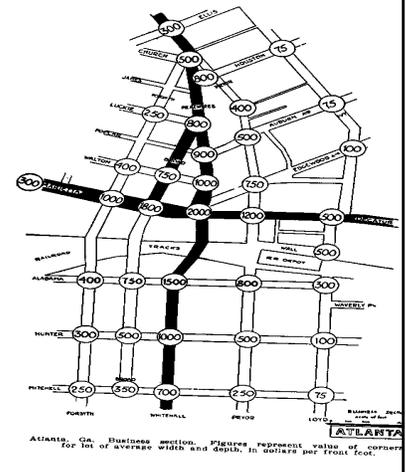
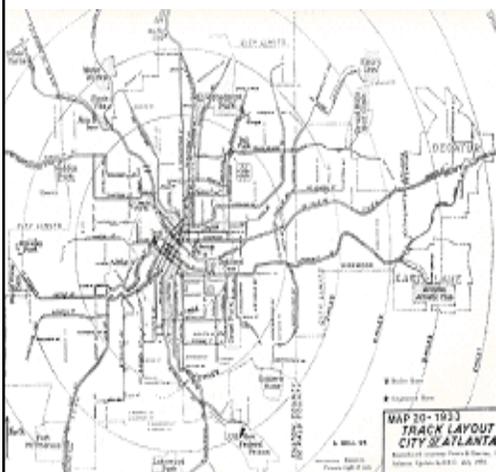
- From 15 to 18% in Yellow Areas
- From 30-39% in red areas
- Red area's HH's were more exposed
- Yellow areas' were more resilient

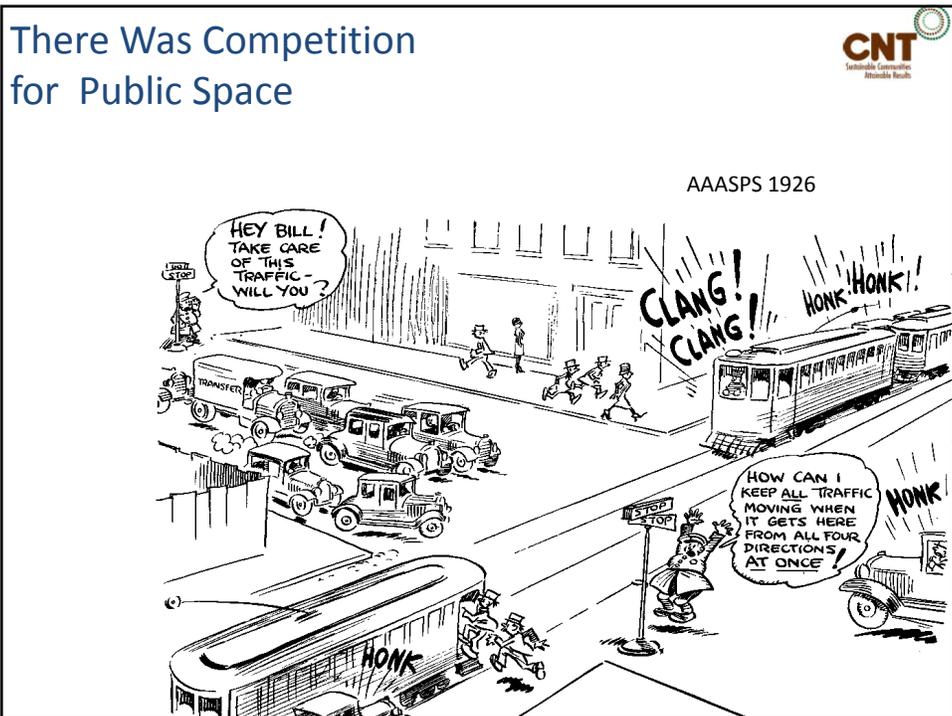
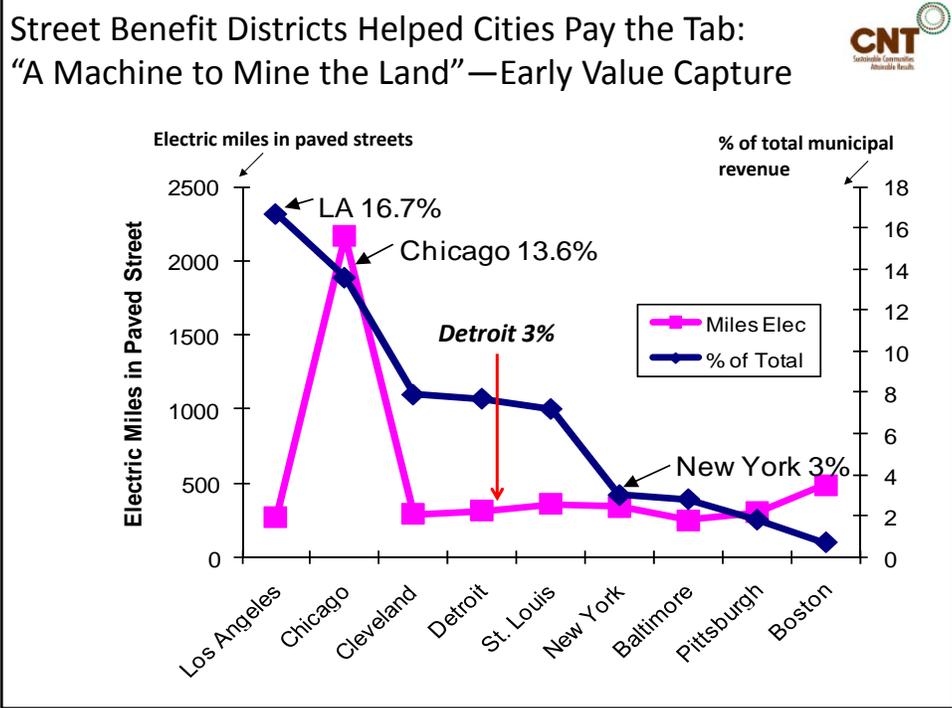


Transparency Drove the Market Through 1930, Note Peak-Value at Peachtree, Marietta & Decatur

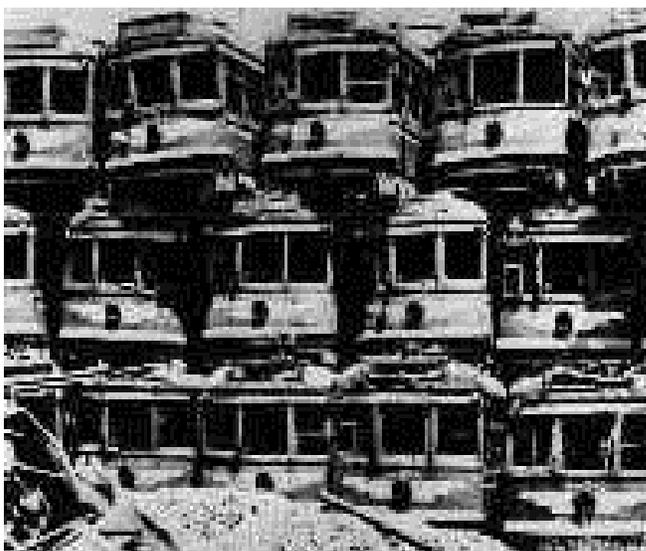


- Transit-Oriented Atlanta
- Economically Legible Atlanta





Most Places Abandoned Their Transit Systems

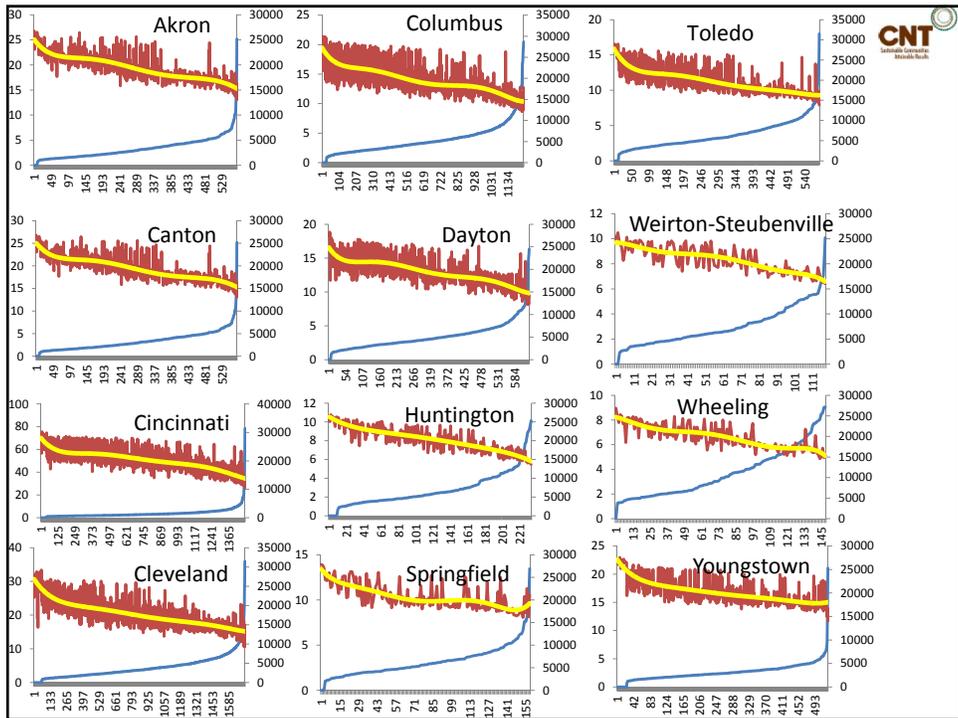
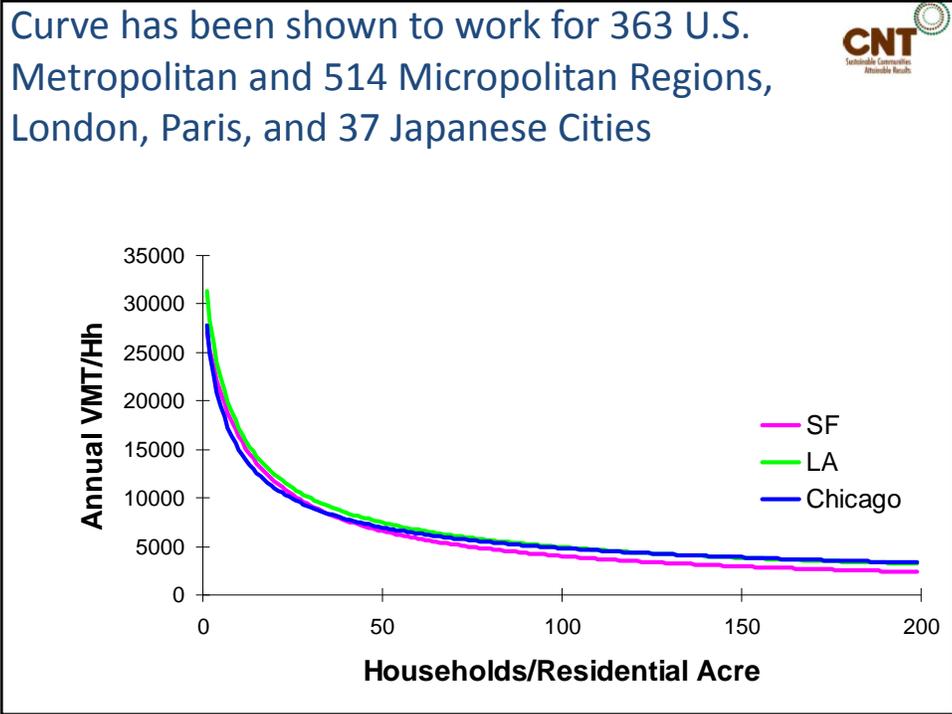


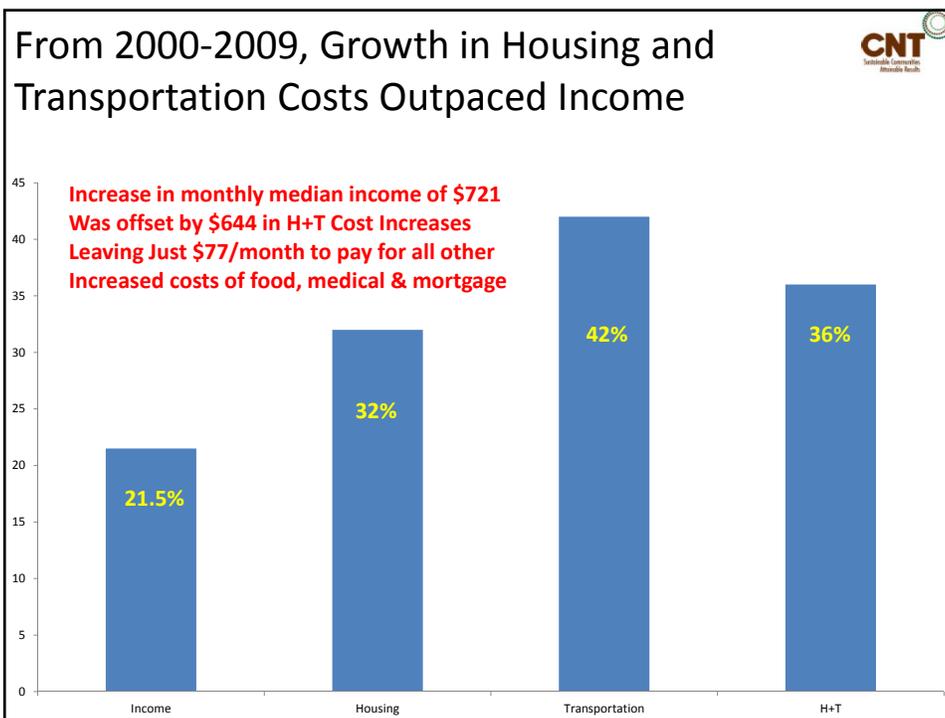
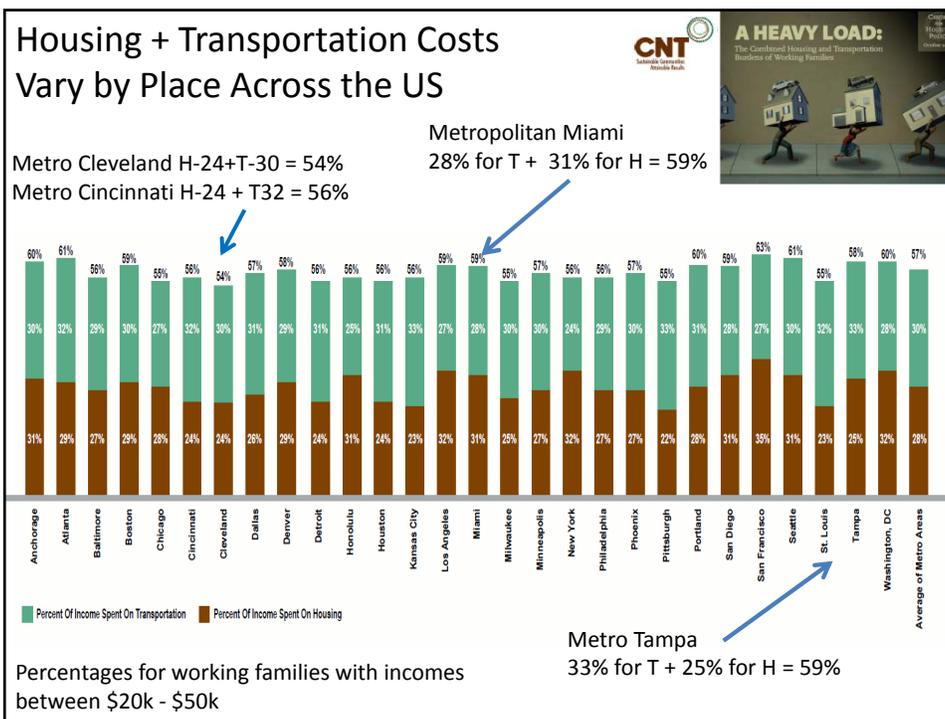
And Public Policy Favored a Different Vision



Opening of I-94 Between Illinois and Wisconsin

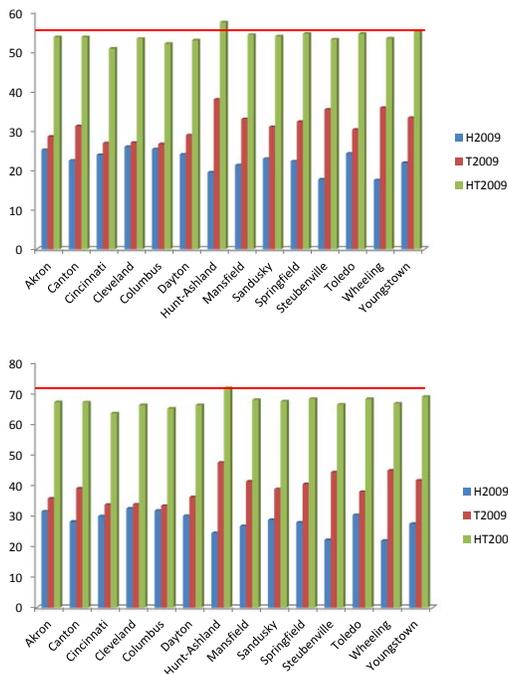




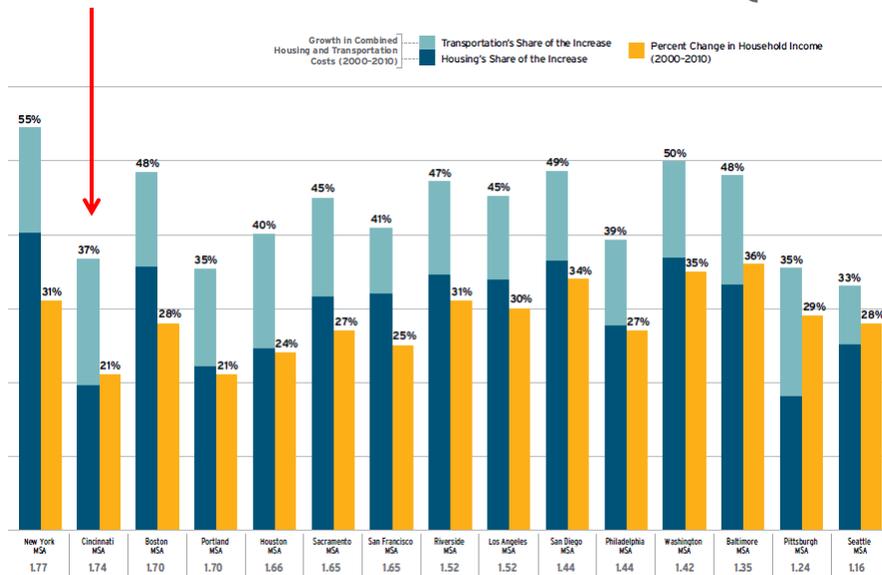


AMI vs. 80% AMI

- AMI in top
- 80% in bottom
- Red lines there to indicate relative burden
- 15 point higher burden for 80%
- T-costs lowest in 3 largest MSAs
- Check T-costs in areas with mass transit

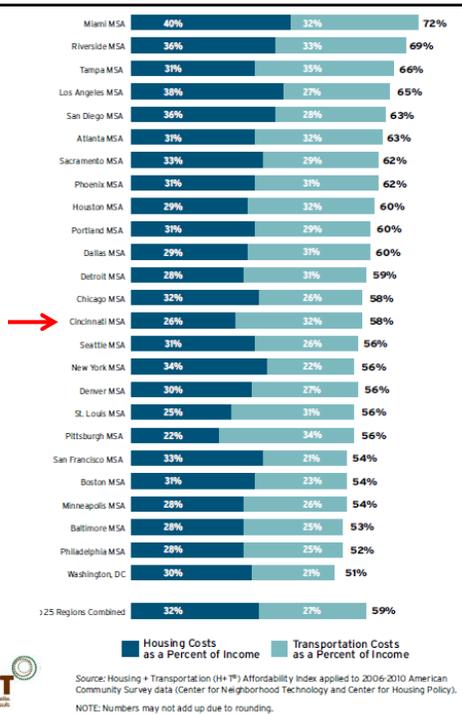


From 2000-2010, Income in Cincinnati Rose 21% While Combined Costs of H + T Rose 37% or 1.74 Times Faster



For Households in Metro Cincinnati 2006-2010

- Households Earning 50-100% of AMI
- Range = \$27.2-54.4k
- Median of Range = \$37.9k
- H-cost for this cohort = 24, T-cost =30 , H+T = 54%



How Housing Affordability is Usually Calculated—Then and Now

- Historically: Traced to 19th Century ideal—A Week’s Pay for a Month’s Rent
- Today benchmark affordability is defined as housing costs/Income less than or equal to 30 Percent of target population AMI
- Problem—Doesn’t include cost of transportation

Urban Markets Initiative

Metropolitan Policy Program

The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice

By Center for Transit-Oriented Development and Center for Neighborhood Technology

This brief describes a new information tool developed by the Urban Markets Initiative to quantify for the first time the impact of transportation costs on the affordability of housing choices. This brief explains the background, creation, and purpose of this new tool. The first section provides a project overview and a short summary of the method used to create the Affordability Index. The next section highlights the results from testing the index in a metropolitan area in and around Minneapolis-St. Paul, MN. To demonstrate the usefulness of this tool at a neighborhood level, the third section projects the effect of transportation and housing choices on three hypothetical low- and moderate-income families in each of four different neighborhoods in the Twin Cities. The brief concludes with suggested policy recommendations and applications of the new tool for various actors in the housing market, and for regulators, planners, and funders in the transportation and land use arena at all levels of government.

The Housing and Transportation Affordability Index is a groundbreaking innovation because it prices the trade-off that households make between housing and transportation costs and the savings that derive from living in communities that are near shopping, schools, and work, and that limit a household's reliance on cars. By using data on their own mobility patterns and travel needs, households can use the index to compare the costs of living in different neighborhoods in more than 42 cities in the United States. It provides consumers, policymakers, funders, and investors with the information needed to make better decisions about which neighborhoods are truly affordable, and illustrates the implications of their policy and investment choices.

1. Housing and Transportation: Key Elements of the Cost of Living

The cost of living for an American family consists of many components. The two largest are housing and transportation. Housing affordability is most commonly understood as the extent to which a household's income can cover the purchase price of a home. However, the traditional definition of housing affordability may be too limited. The cost of transportation, which has not generally factored into the affordability equation, has become increasingly central to family budgets, given their choices to live

JANUARY 2013 • THE BUSINESS DEVELOPMENT • URBAN MARKETS INITIATIVE • MARKET INSIGHTS BRIEF 1

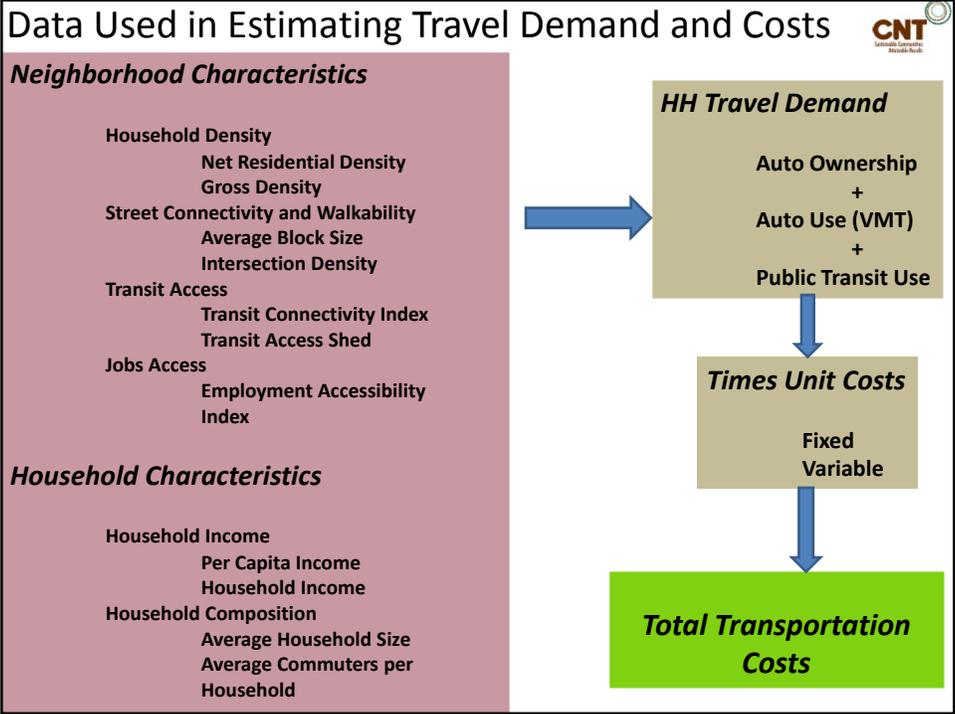
What is the Housing + Transportation Affordability Index? 

A tool to measure the 2 largest household costs – *housing and transportation* – by neighborhood.

H+T Affordability Index Equation

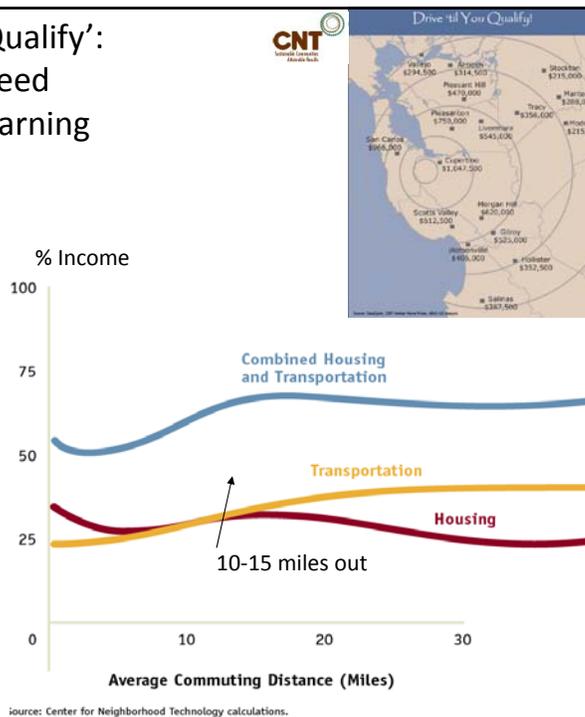
$$\text{H+T Index} = \frac{\text{Housing Costs} + \text{Transportation Costs}}{\text{Income}}$$

By measuring these costs, the H+T Affordability Index is also measuring the quality, attractiveness, and convenience, of the neighborhood.



Effect of 'Drive 'til You Qualify': Transport Costs Can Exceed Housing Costs for HHs Earning \$20-\$50,000

- Transportation emissions can also equal or exceed emissions from residential energy
- Creates "driving to green buildings" challenge



Housing + Transportation Affordability Index

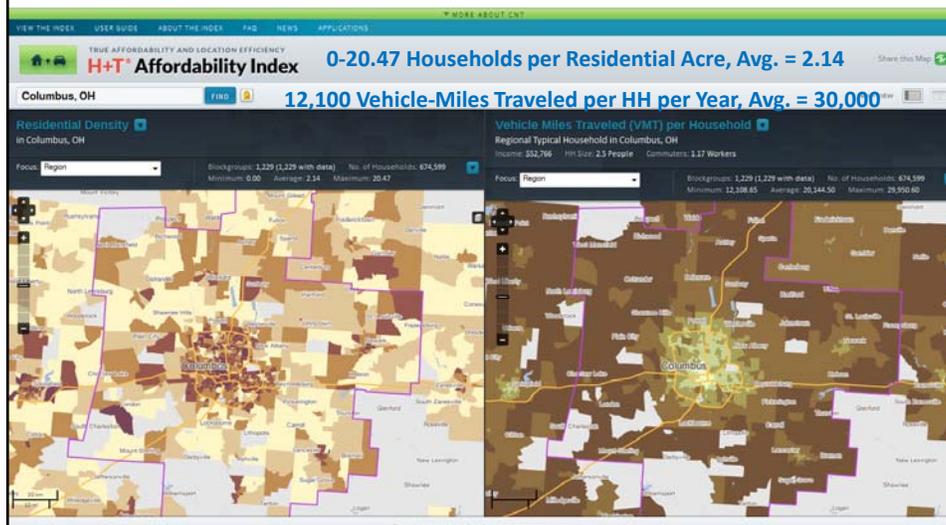
<http://htaindex.org>

Sample Benefit—Cost of Living Reduction

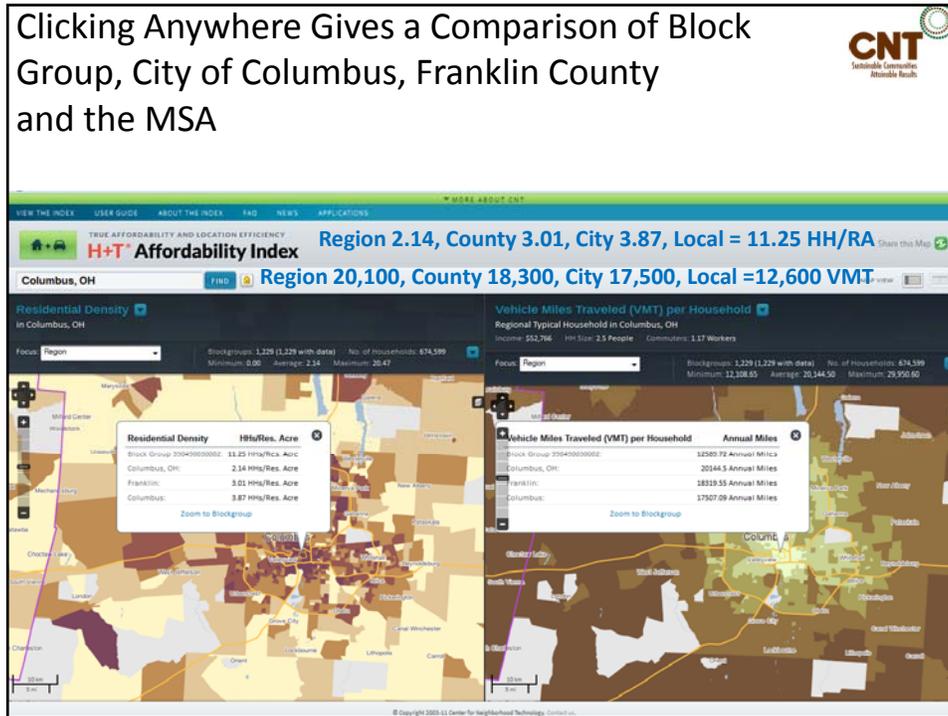


- 2 Million Households Spending \$10,000 per year for transportation= \$20 Billion
- Business spending at least another \$10 Billion
- Federal State and Local government spending another 12% = \$4 Billion
- \$34 Billion/ Year times 30 Years = \$1 Trillion
- A 20% reduction = \$200 Billion = \$7 Billion/Year
- Savings are re-spent in local economy, plus \$500 million in Sales Tax, plus significant local job creation
- Aiming for a higher savings level increases the benefit

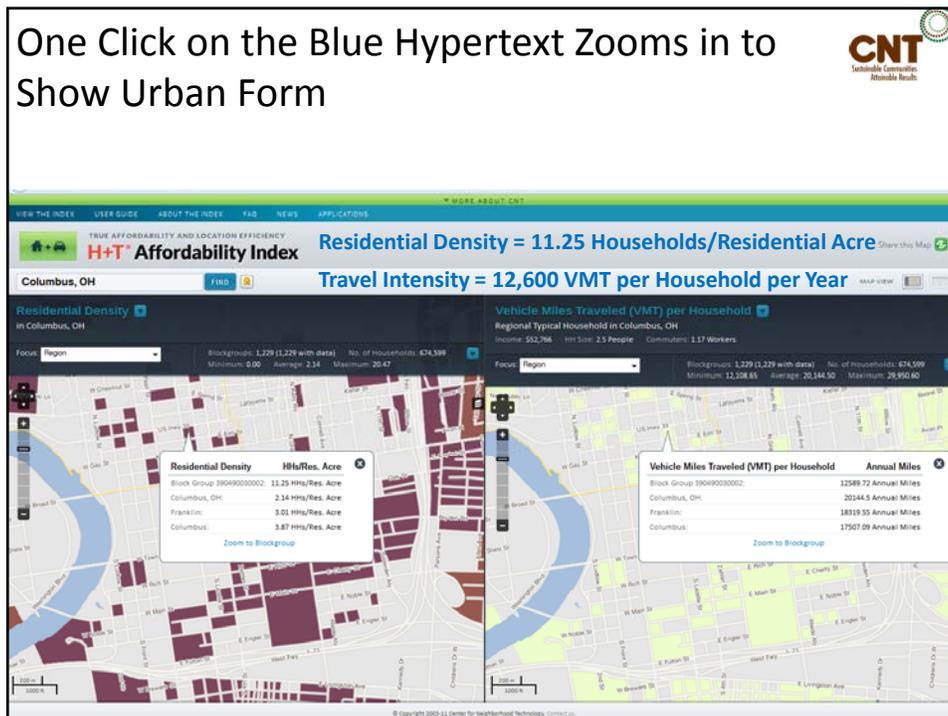
Mirror Images—Residential Density and Extent of Travel—Columbus OH MSA



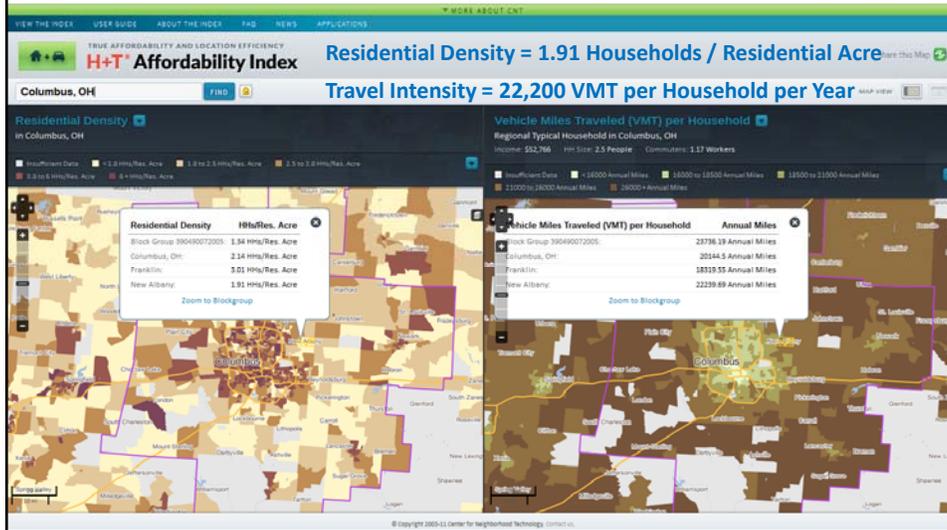
Clicking Anywhere Gives a Comparison of Block Group, City of Columbus, Franklin County and the MSA



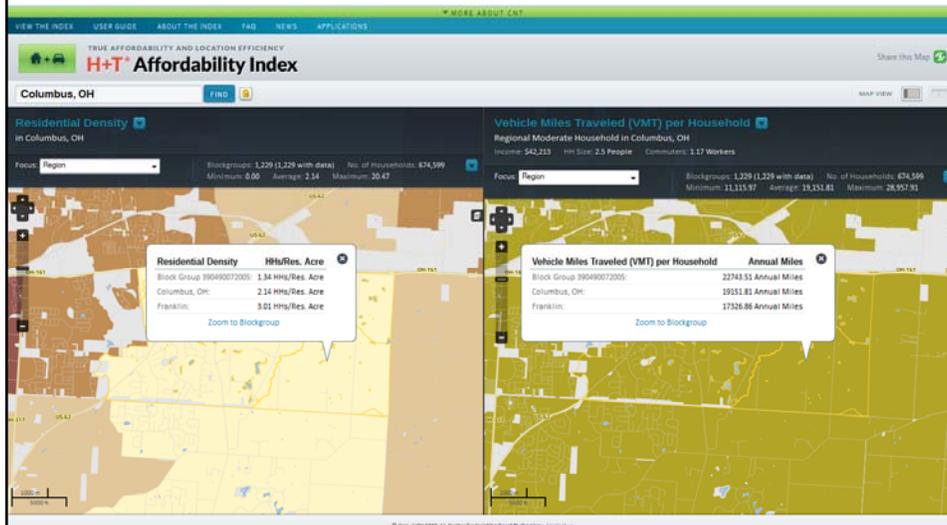
One Click on the Blue Hypertext Zooms in to Show Urban Form



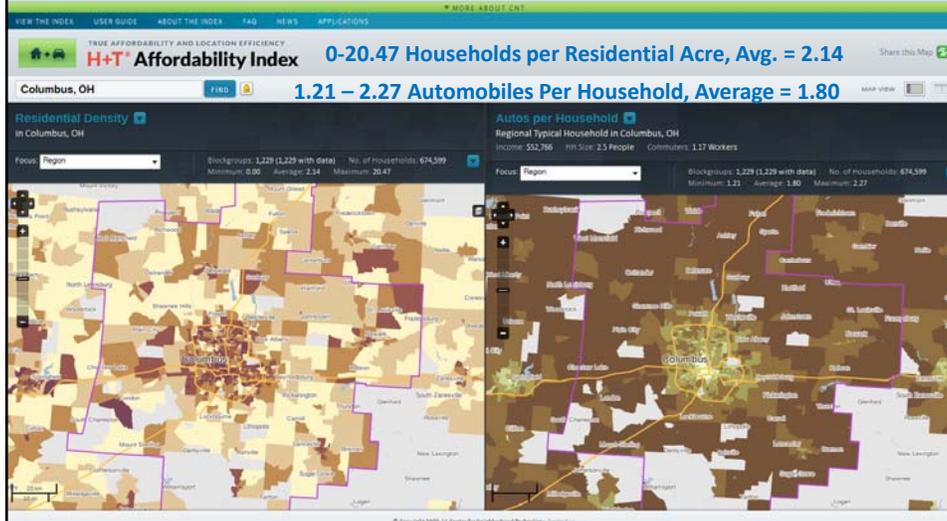
While Clicking Again Further Out— In This Case on New Albany...



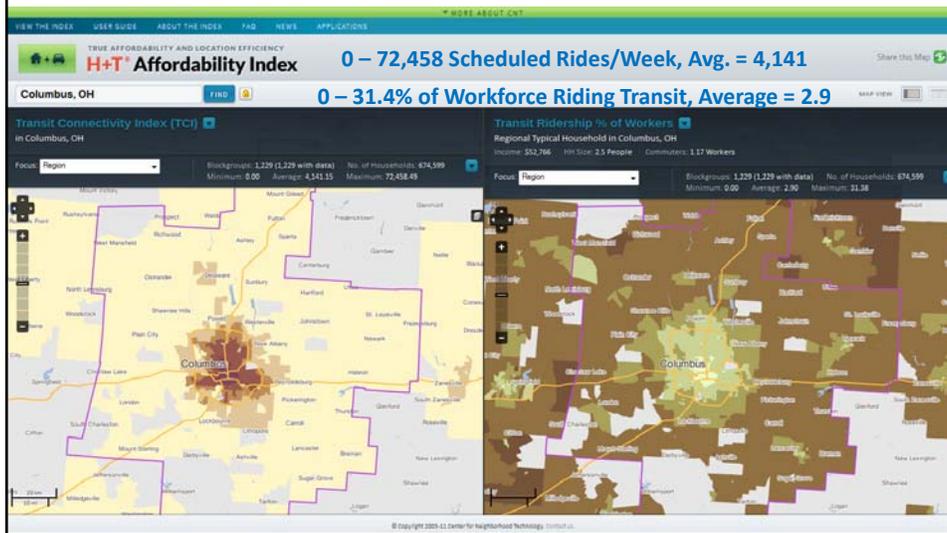
Where Zooming in on Urban Form Shows the Relative Lack Thereof



Mirror Images Again—Residential Density and Automobiles Per Household—Columbus MSA

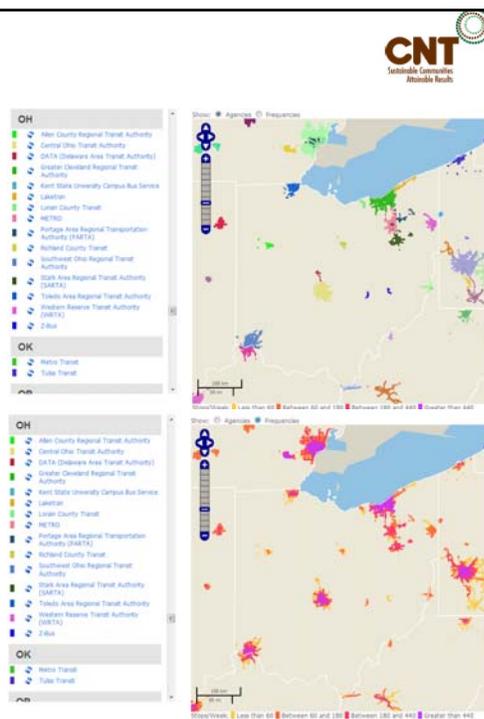


If You Build It, Run It Frequently and Connect It Regionally, They Will Ride It

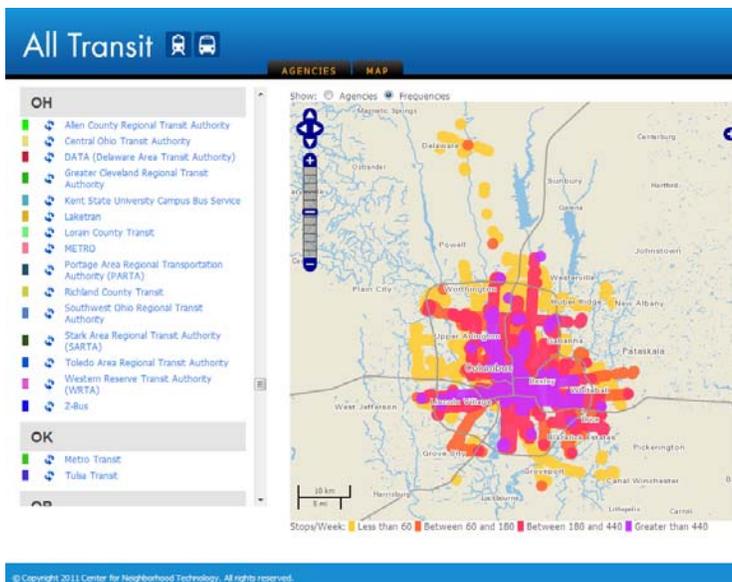


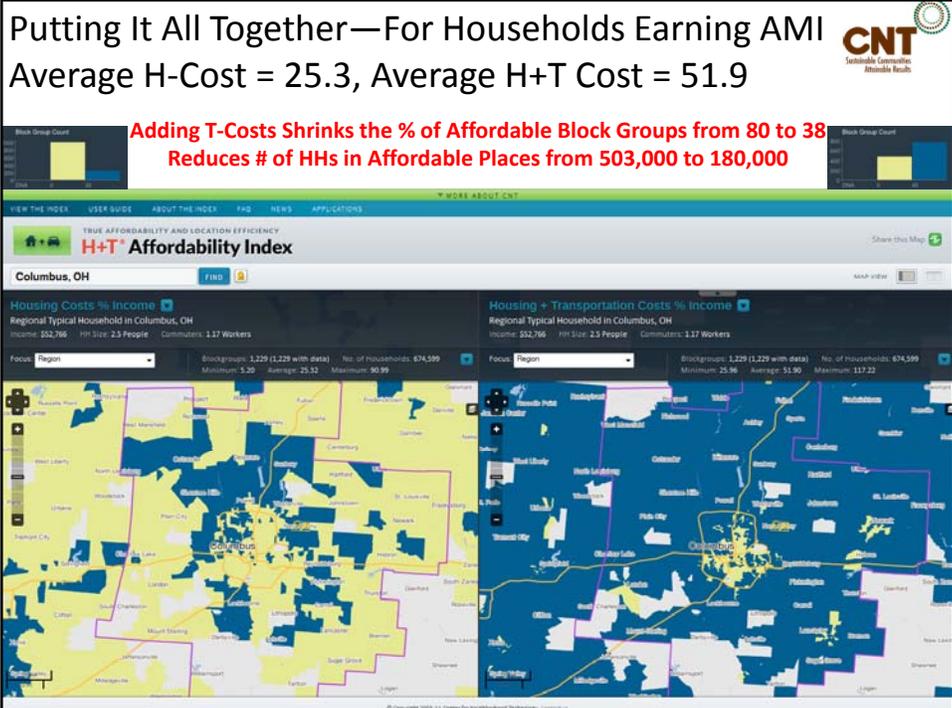
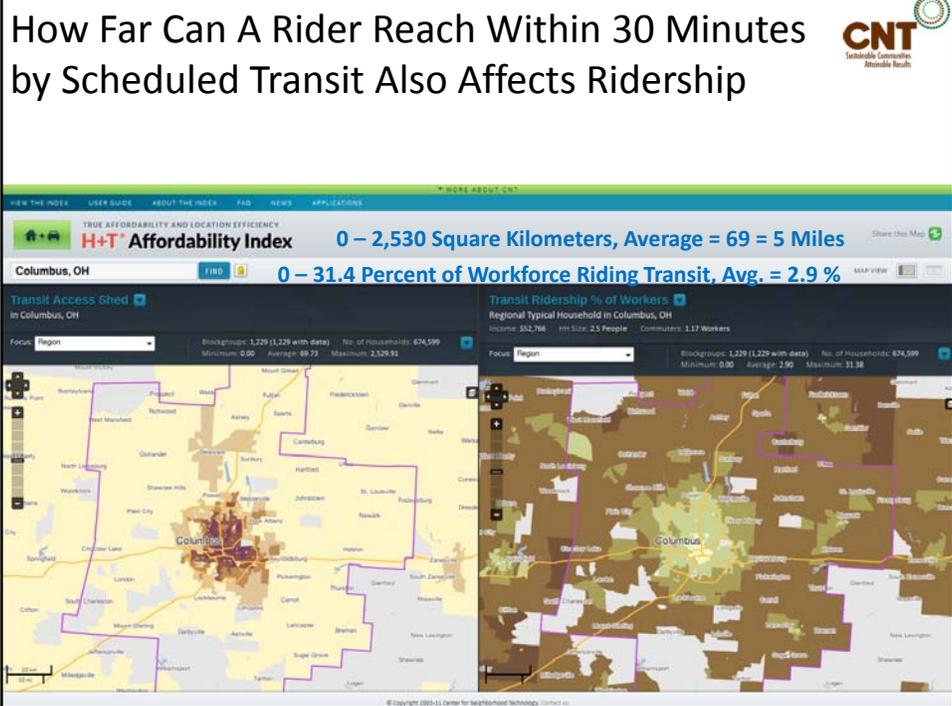
Where is the Scheduled Transit Service in Ohio?

- Top map shows location and coverage
- Bottom map shows coverage and frequency
- Ohio has a large number of metro and micro areas
- Relatively small coverage by transit
- Even smaller by frequent transit

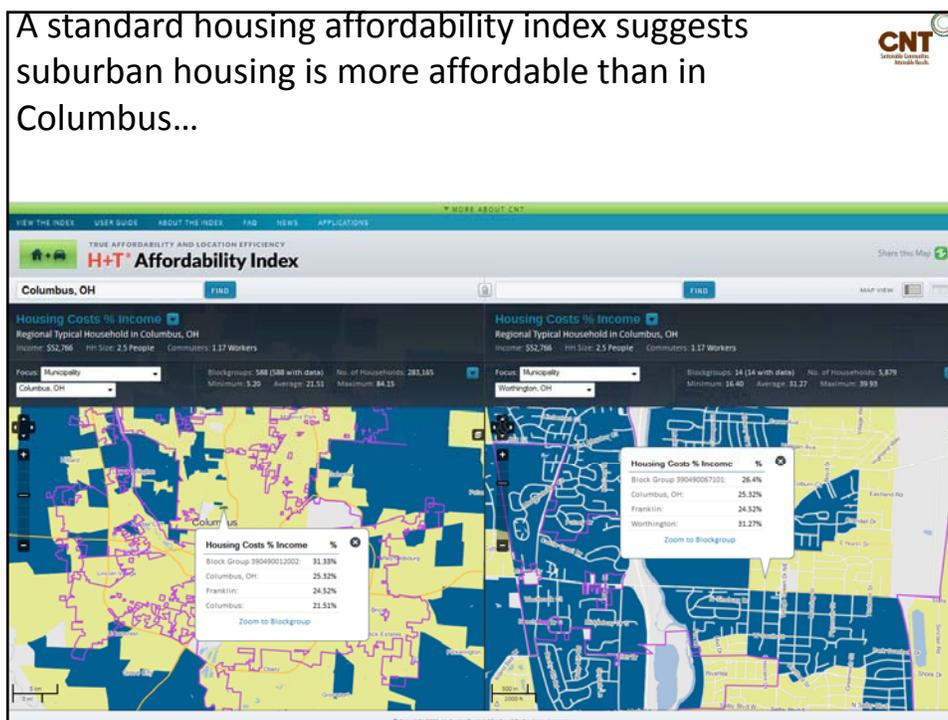
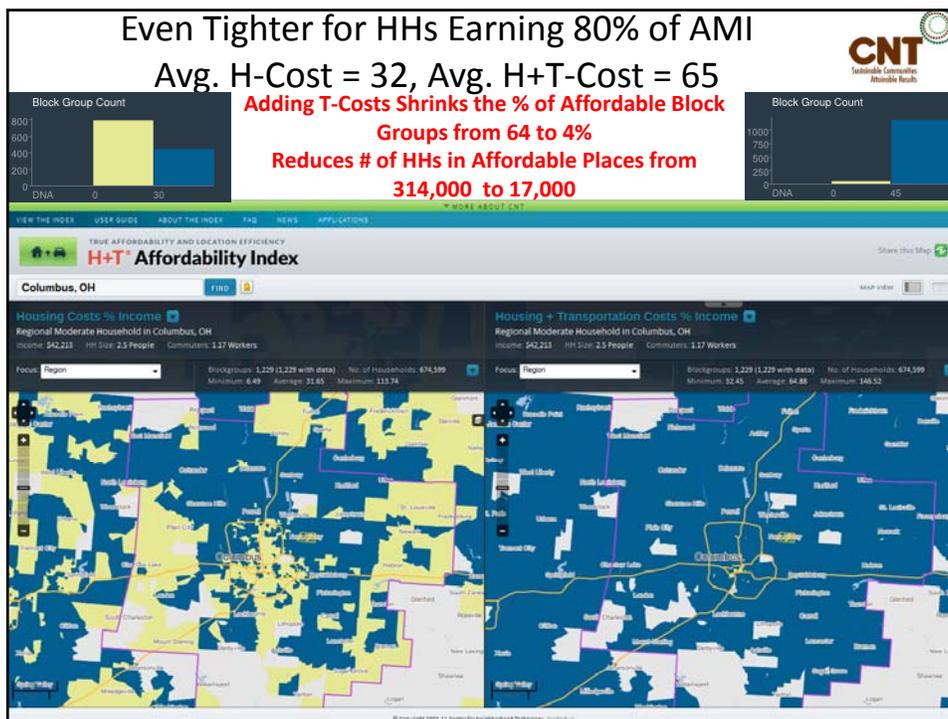


While Several Routes Do Operate at Relatively High Frequency, Most Do Not





**Adding T-Costs Shrinks the % of Affordable Block Groups from 80 to 38
Reduces # of HHs in Affordable Places from 503,000 to 180,000**



While an H+T Index, which includes both costs, shows how it can be the other way around

H+T Affordability Index

Columbus, OH

Housing + Transportation Costs % Income

Regional Typical Household in Columbus, OH
Income: \$2,769 H+T Size: 2.3 People Commuters: 1.17 Workers

Block Group	%
Block Group 390490012001	40.06%
Columbus, OH	51.9%
Franklin	49.65%
Columbus	45.95%

Worthington, OH

Housing + Transportation Costs % Income

Regional Typical Household in Columbus, OH
Income: \$2,769 H+T Size: 2.3 People Commuters: 1.17 Workers

Block Group	%
Block Group 390490067101	51.39%
Columbus, OH	51.9%
Franklin	49.65%
Worthington	57.09%

Which One Would You Choose? Comparing T-Costs Downtown, Here, Westerville, New Albany

<http://abogo.cnt.org>

Abogo transportation costs made transparent

Downtown Columbus, OH

At this address:	Monthly	City Paper
\$781	0.22	
\$1188	0.72	

Westerville, OH

At this address:	Monthly	City Paper
\$975	0.41	
\$1188	0.72	

New Albany, OH

At this address:	Monthly	City Paper
\$1229	0.89	
\$1188	0.72	

We Can Use This Knowledge To—



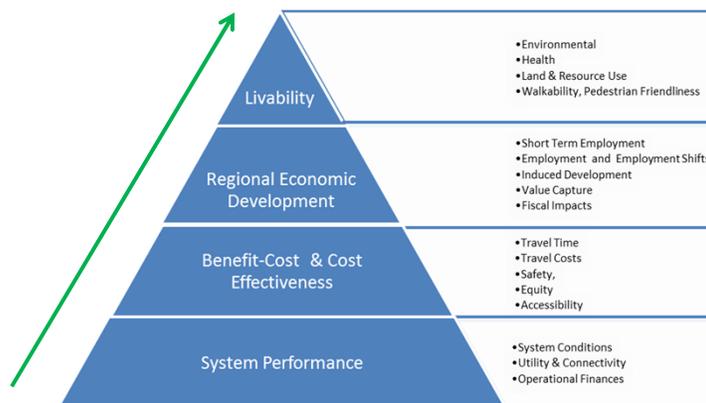
- Protect consumers against “hidden” costs by providing better information
- Analyze trends & compare across HH types
- Define housing needs for public policy purposes
- Encourage coordination of housing and transportation policies
- Inform State planning for housing, e.g. workforce
- Predict the ability of a household to pay rent or mortgage
- Improve financial / housing counseling
- Help make the case for and package alternative financing for accelerated transit system build-out

Index is Being Adopted At Several Levels



- HUD and DOT are using to screen sustainable communities and TIGER grant applications
- Metropolitan Planning Organizations in Bay Area, Chicago, DC and elsewhere using to re-screen, prioritize Long Range Transportation Plan investments
- Experimental counseling tools—Phoenix, East Bay, Chicago—link users with locally available resources—called Equity Express
- Metropolitan Transportation Commission in Bay Area used to justify helping capitalize Transit Oriented Development investment fund
- State of Illinois new act requires five agencies to screen investments
- City of El Paso Texas now uses to direct affordable housing to areas of low transportation costs
- Portland, others using to help create a typology of TODs that takes affordability and equity into account

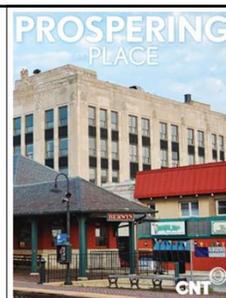
Economic Impact Analysis—Moving Up the Ladder from System Benefits to Community Benefits

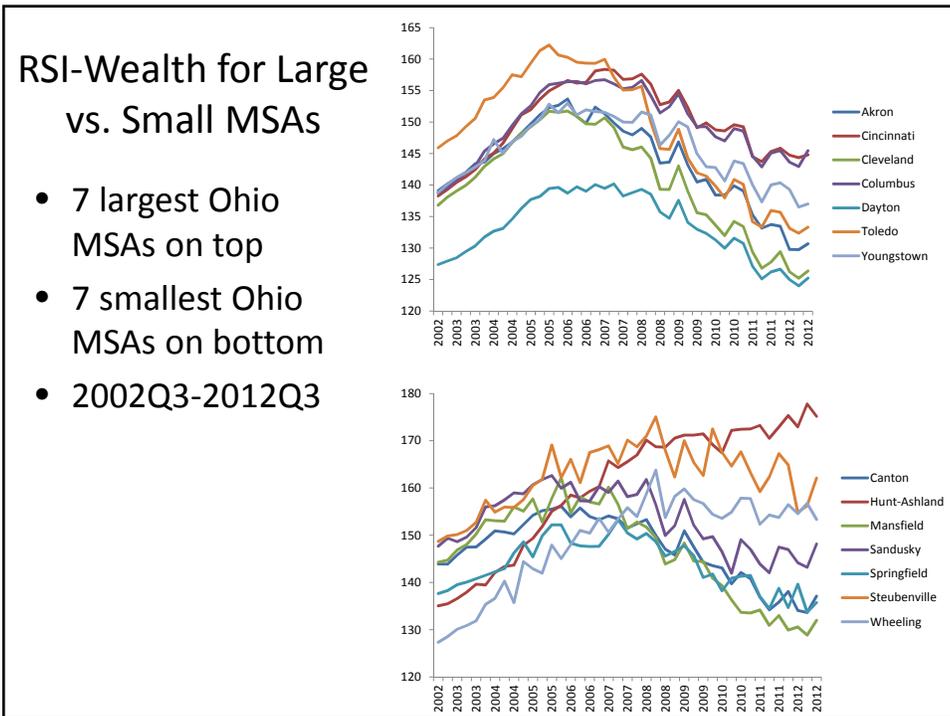
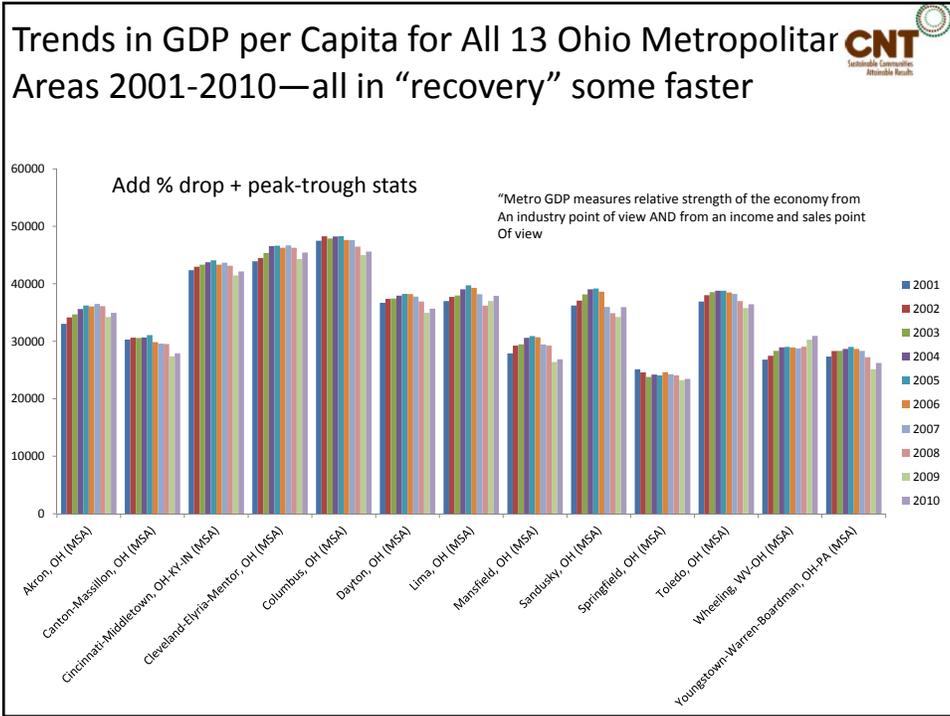


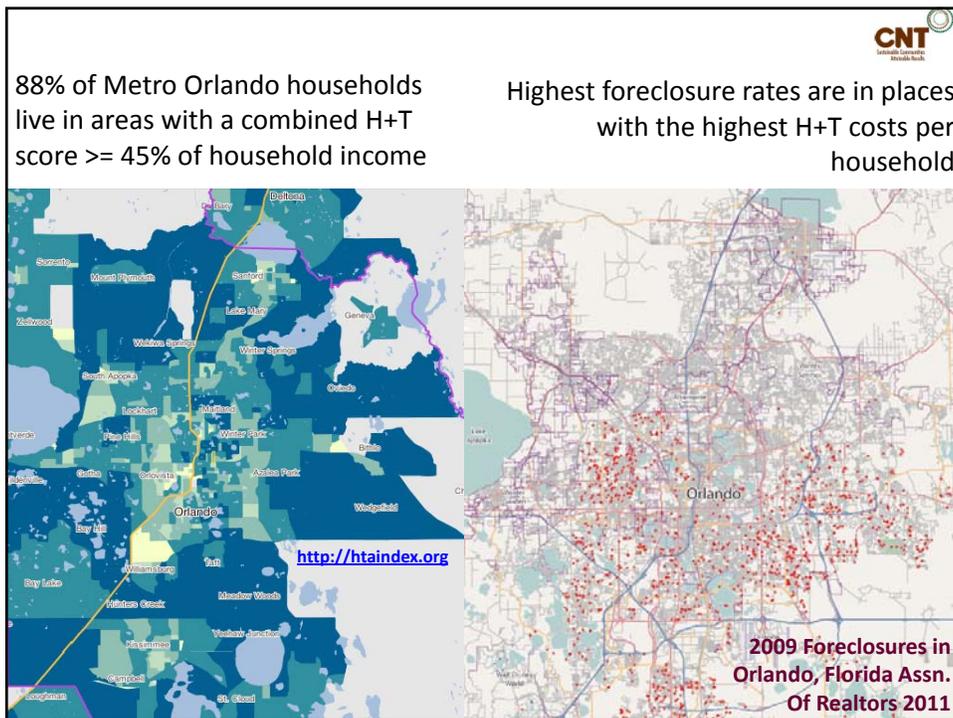
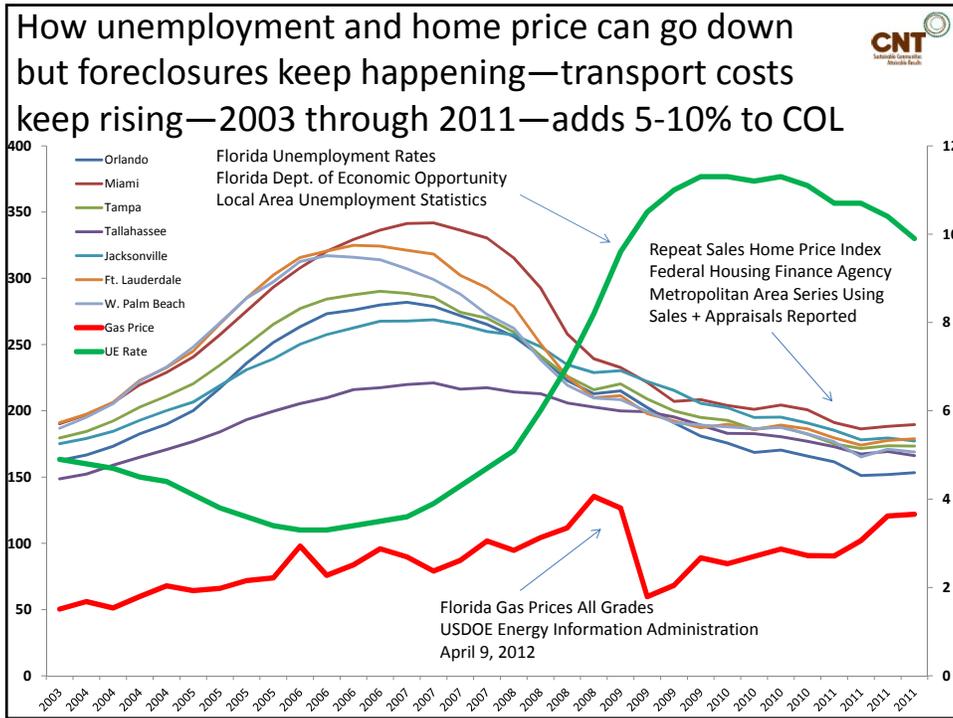
www.ssti.us/2012/05/economic-effects-of-transportation-investments/

Complements high level economic plans:

- World Business Chicago (OCED)
- Organization of Economic Co-Operation and Development (OECD)
- Both of these address how to better intersect the global economy
- Prospering in Place addresses how to reduce the 70% of regional GDP derived from personal consumption and put the savings to work, locally







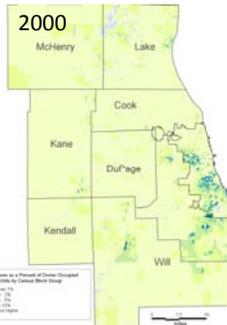
Foreclosure Prevention—Can This Predict...



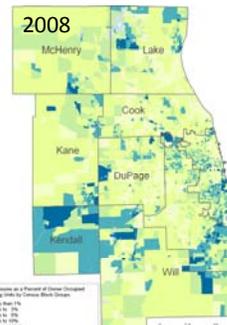


This?

Chicago Foreclosure Rates Highest in Areas of High T-Cost and Extensive Use of Variable Rate Financing



2000



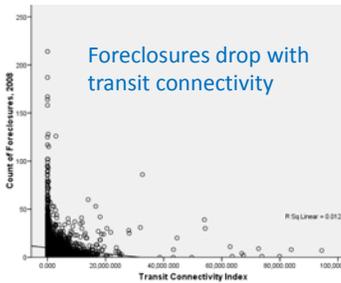
2008

Can Gas Price Spikes & Location Efficiency Help Provide Early Warning of Defaults and Foreclosures?

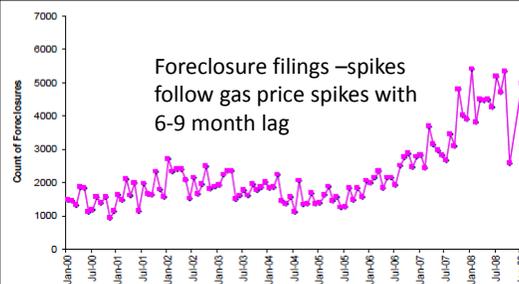




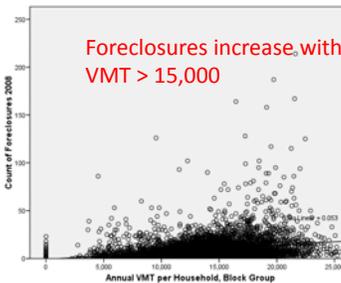
26-week moving averages
Gas prices



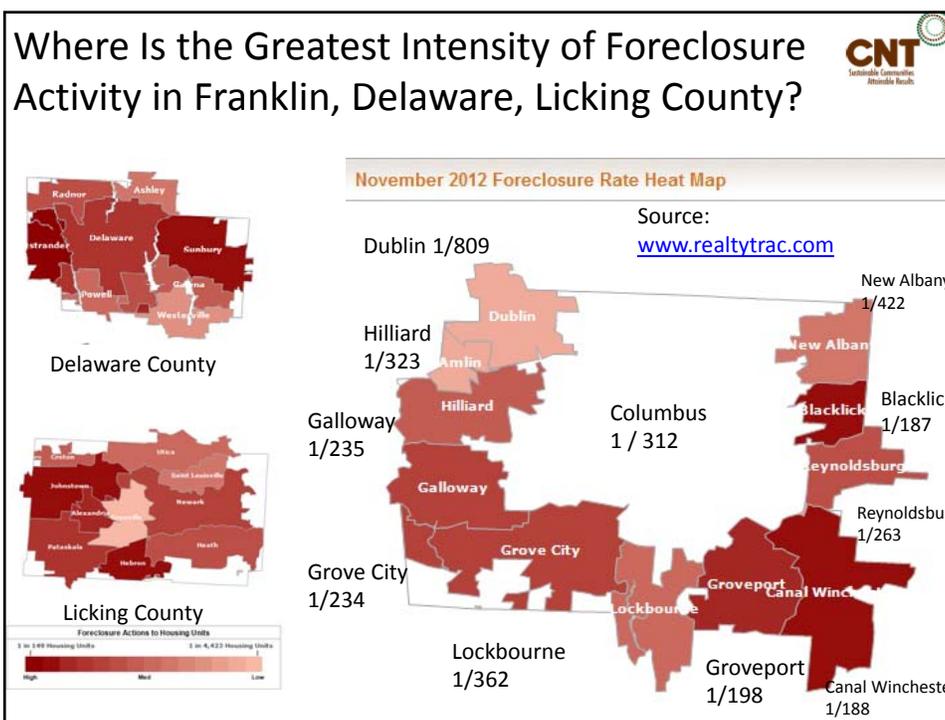
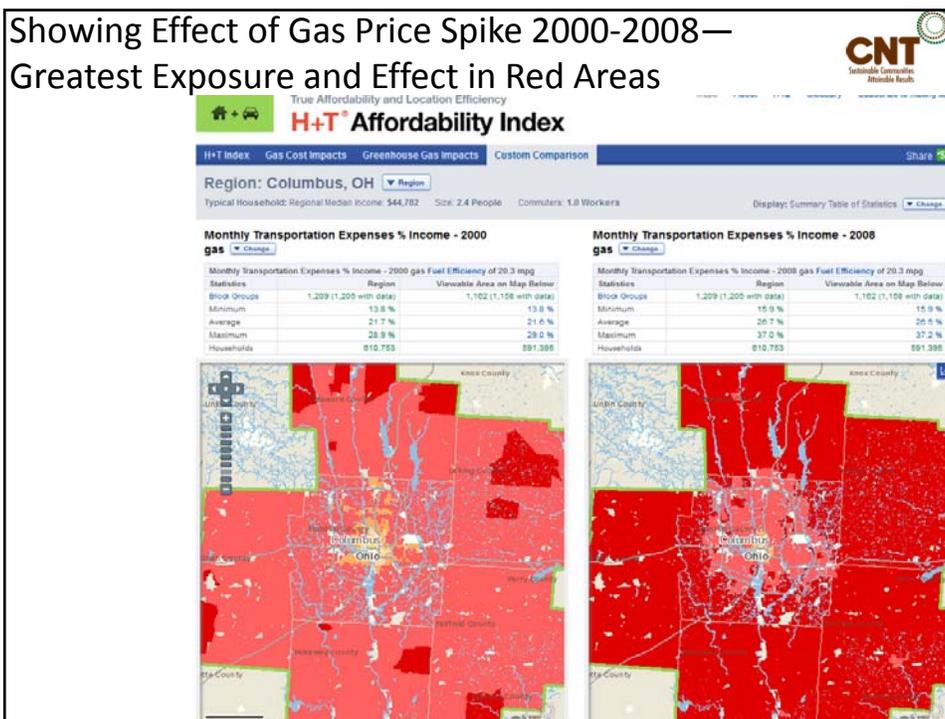
Foreclosures drop with
transit connectivity



Foreclosure filings—spikes
follow gas price spikes with
6-9 month lag



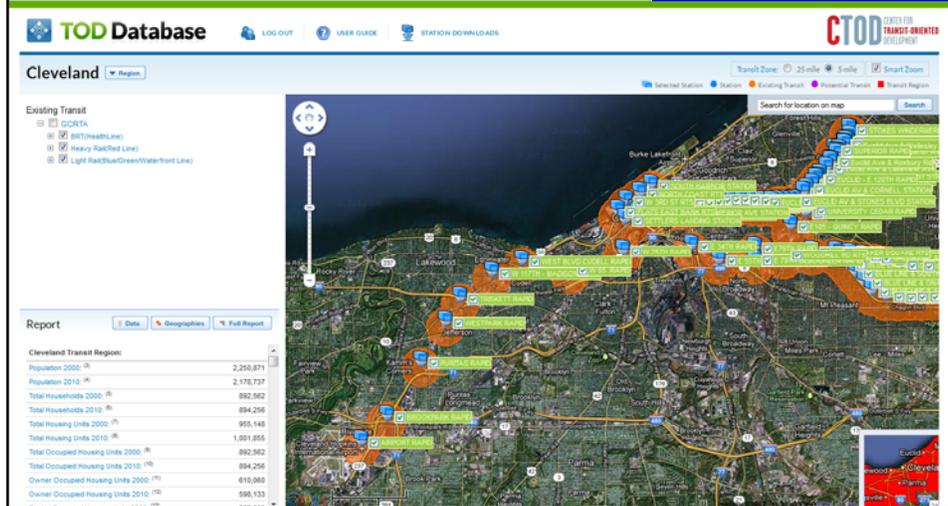
Foreclosures increase, with
VMT > 15,000



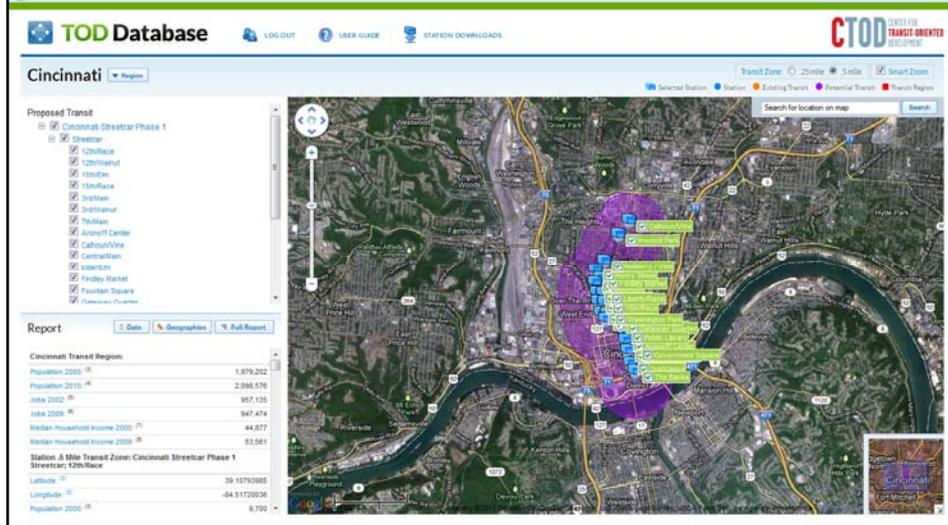
Greater Cleveland RTA—1 Heavy Rail (Red Line), 2 Light Rail, (Blue & Green Lines) and 1 BRT (Health Line) With 90 Stations Total



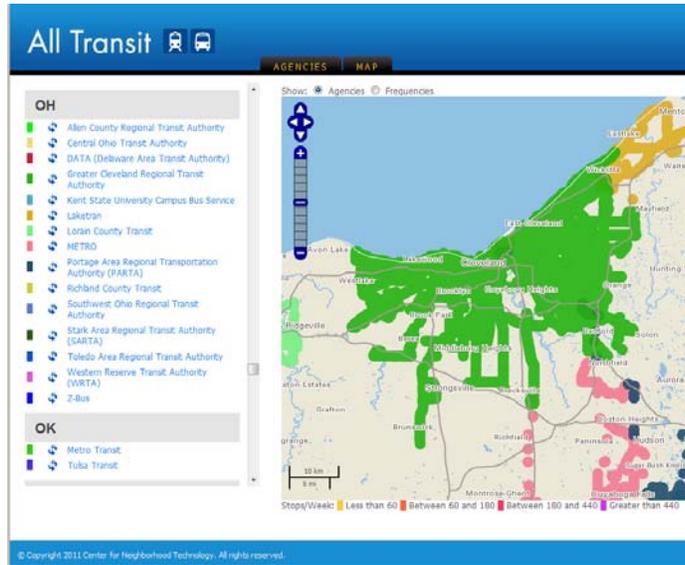
<http://toddata.cnt.org>



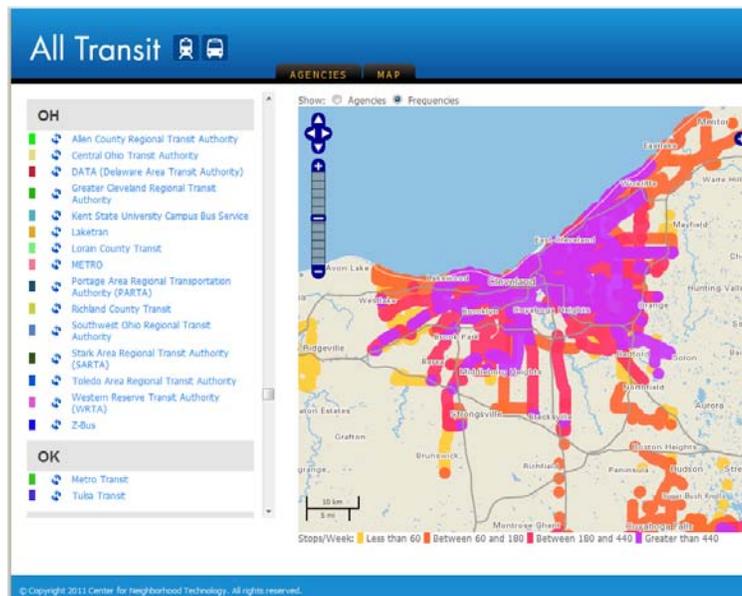
Cincinnati—Initial streetcar line under development



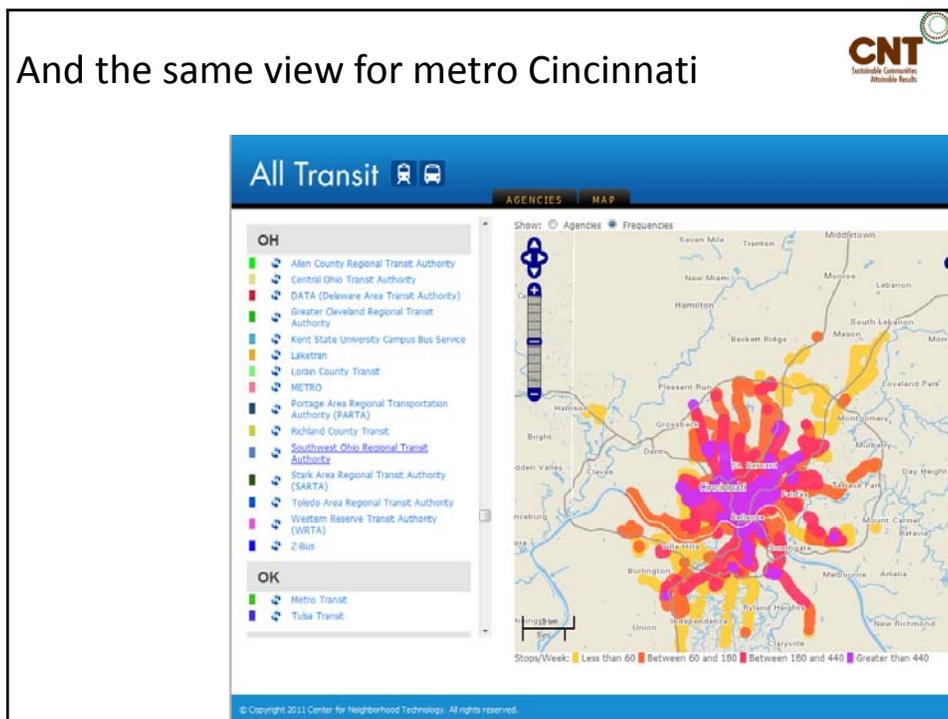
Metro Cleveland showing all scheduled service areas, routes and stations



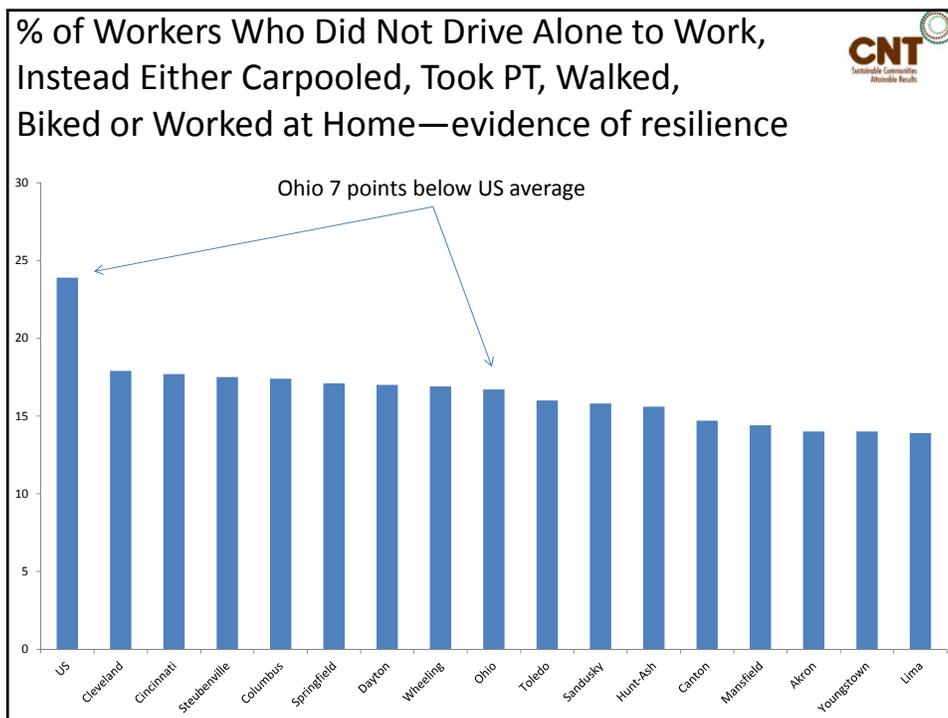
And showing the frequency of service



And the same view for metro Cincinnati



% of Workers Who Did Not Drive Alone to Work, Instead Either Carpooled, Took PT, Walked, Biked or Worked at Home—evidence of resilience



Who Infills Most?

- USEPA 2012 Study
- Looked at metro areas
- Separated 1 Million + from 200k +
- None of Ohio's large metros and only Dayton made the top 10 rankings

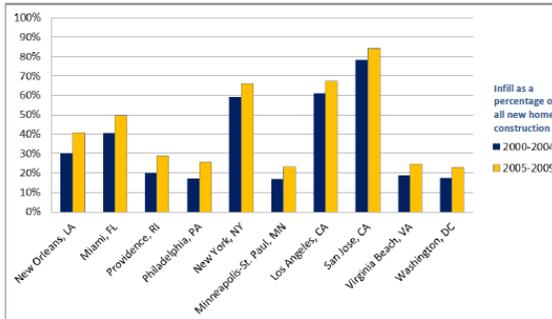


Figure 7. Large metropolitan regions with the greatest increase in share of infill home construction.²⁹
 Source: EPA analysis of 2009 American Community Survey 5-Year Estimates, 2001 National Land Cover Database, Protected Areas Database of the United States (PADUS) version 1.2., and 2011 Navteq NAVSTREETS.

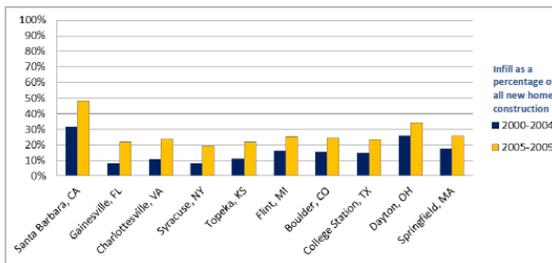
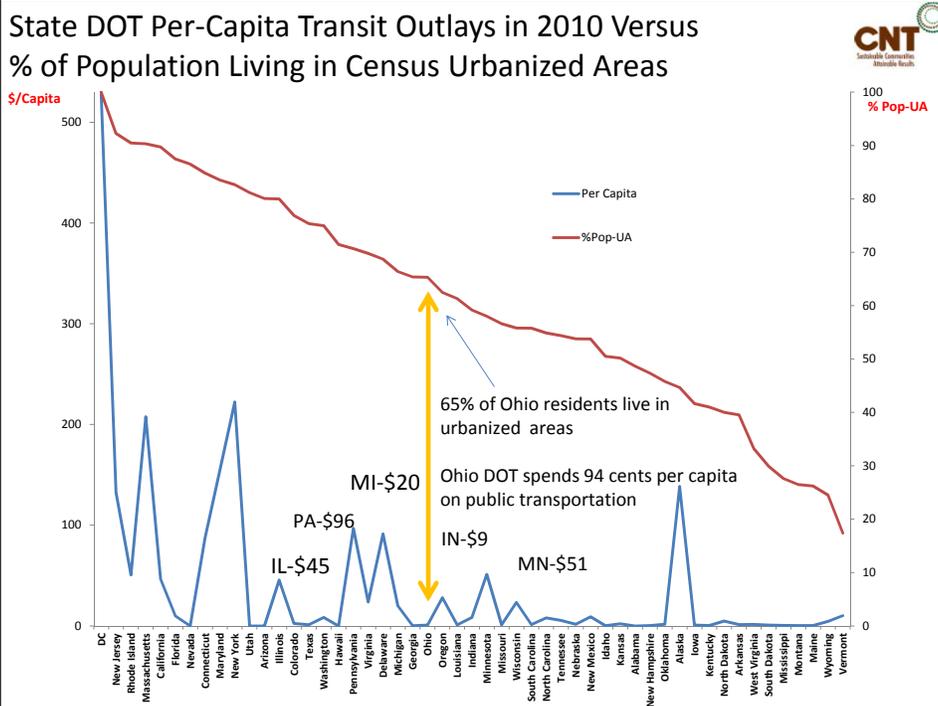


Figure 8. Medium-sized metropolitan regions with the greatest increase in share of infill home construction.
 Source: EPA analysis of 2009 American Community Survey 5-Year Estimates, 2001 National Land Cover Database, Protected Areas Database of the United States (PADUS) version 1.2., and 2011 Navteq NAVSTREETS.



TOD Is:

- **Location efficiency** —Dense, transit-accessible, & pedestrian-friendly
- **Rich Mix of Choices** —Wide range of mobility, housing and shopping options
- **Value Capture** —Good service & connections, local amenities support place-making, scorekeeping & attention to financial returns
- **Place-Making** —places for people, enriches existing qualities, provides new connections, works with landscape, builds reputation
- **Resolution of Tension between TODs as “Nodes” and “Places”**— Works to support travel networks and communities



New Transit Town,
Island Press 2005

TOD is not

- **Just for commuters** —Work-related trips just 18 percent of total travel
- **Auto-oriented transit** —Way too much land in Chicago devoted to park-and-ride lots
- **Just a place to sleep at night** — People need to shop, eat, visit without getting in a car
- **Only the transit property** —All successful TODs are joint developments between cities, transit operators, private investor/owners, and communities



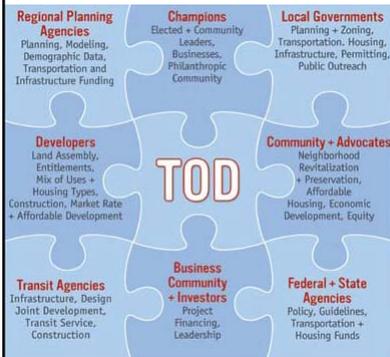
New Transit Town,
Island Press 2005

Building Effective Working Partnerships That Can Deliver These Benefits More Quickly











GET IN THE

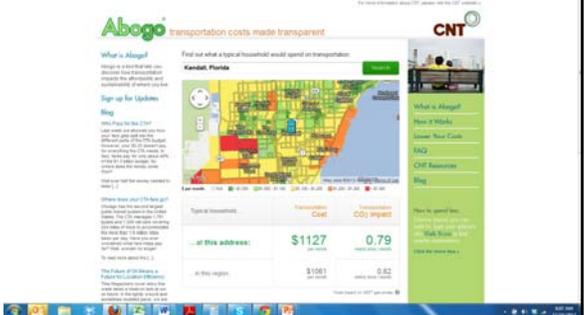


Portland Streetcar

<http://abogo.cnt.org>

- Mobile app
- Recognizes addresses or other Google identifiers
- Returns local HH avg. transportation costs and GHG emissions
- Also shows impact of rising gas prices
- Being used for canvassing and for financial literacy counseling





Location Efficient Mortgages: Idea Was Well Received, Outperformed Market— No Foreclosures



Chicago Tribune

18 Section 1

Sunday, June 4, 2000

Skip the car, buy a house

There's a lot of hand-wringing nowadays about suburban sprawl and the need for "smart growth." But like the weather, nobody's doing much about it. Much of the home-buying public still opts for wide-open spaces along the metropolitan fringe. And despite thoughtful warnings from civic and regional groups, political realities in Illinois militate against significant governmental action. Now comes a modest but innovative pilot program that just might make a small difference. Maybe even a big difference—if it educates the public about the true cost of living "out there." It's called the Location Efficient Mortgage, or LEM, and it has been developed by environmental groups such as Chicago's Center for Neighborhood Technology along with Fannie Mae, the government-chartered, stockholder-owned repurchaser of home mortgages. It works like this: Participating lenders, in evaluating applicants, take into consideration how close the dwelling is located to public transportation. If it's so close the applicant can live without a car, or a working couple can get by with just one, the estimate of dispos-

able income is increased, and with it, the size of the mortgage for which they qualify. A couple jointly earning \$60,000 and buying into Chicago's transit-rich Edgewater neighborhood, for instance, would qualify for a home selling for \$212,218. Out in the boonies, under traditional guidelines, the limit would be \$158,364. And there are sweeteners. LEMs are not subject to income limits and they offer more flexibility, including lower down payments, than conventional mortgages. The City of Chicago, moreover, is offering vouchers worth \$900 toward the purchase of energy-efficient appliances to the first 100 LEM borrowers. Downsides? There's mandatory counseling. And for now it's limited to Chicago and three West Coast cities. The ultimate value of LEM, however, may be to show, in ways people readily understand, that sprawl does impose costs. Some of that cost is paid, knowingly and gladly, by those who choose to live "out there." Much of it, however, is hidden, and paid indirectly by those who live "back here." For more information about LEMs call 1-800-732-6643.

LIHTC Scoring
Illinois Housing
Development
Authority



Development Name	Casa Morelos	Ogden Manor	Westline Apartments
Location	Pilsen Neighborhood	Naperville	Hanover Park
Family Units	41	24	265
Average Annual Transportation Cost at 80% AMI	\$7,094	\$8,846	\$10,233
Median Income	\$27,361	\$49,798	\$48,625
Transit Commute Share	23%	11%	6%
Average Car Ownership	1.0	1.5	2.0
VMT	9,786	13,389	17,686
Transit Connectivity Score	4,468	180	106
Average Block Size (acres)	1.9	5.3	8.2
Jobs earning <\$3,333 per month within 10 miles	495,894	107,446	95,861
Jobs earning <\$3,333 per month within 5 miles	318,563	47,607	25,062

Car Sharing- Poised for Takeoff?

- Typical vehicle used < 1 hour/day, but paid for round the clock
- Car-sharing is time-sharing
- 250 cars, 15000 members
- Pay as you go vehicle access
- Available in 32 Chicago communities plus 6 suburbs
- Members reduce cost of living by 10 percent



Chicago Policies: Accelerated Green Permitting for Buildings—Need to Do the Same for Whole Neighborhoods Near Transit



Green Permitting Program

DOB Green Permit Program Green Menu Items

The DOB Green Permit Program allows applicants to incorporate a number of green building strategies and technologies from a select group of menu items in order to expedite the process timeline. Design professionals can incorporate environmentally friendly and energy-efficient items into their projects from the Green Menu below.

Green Menu Items

Exceptional Energy Performance

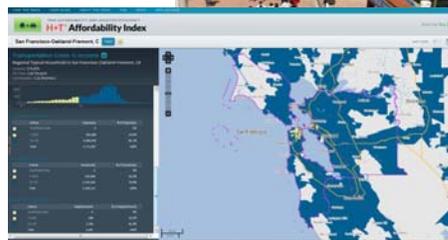
- Energy efficiency goals: League's financial savings to the owner, reduce dish on energy supply infrastructure, and reduce carbon dioxide emissions.
- For LEED projects, earn a minimum of 4 points under LEED's Green Energy Performance.
- For Chicago Green Homes projects, earn a minimum of 200 points within the Energy Efficiency category.

Green Roofs

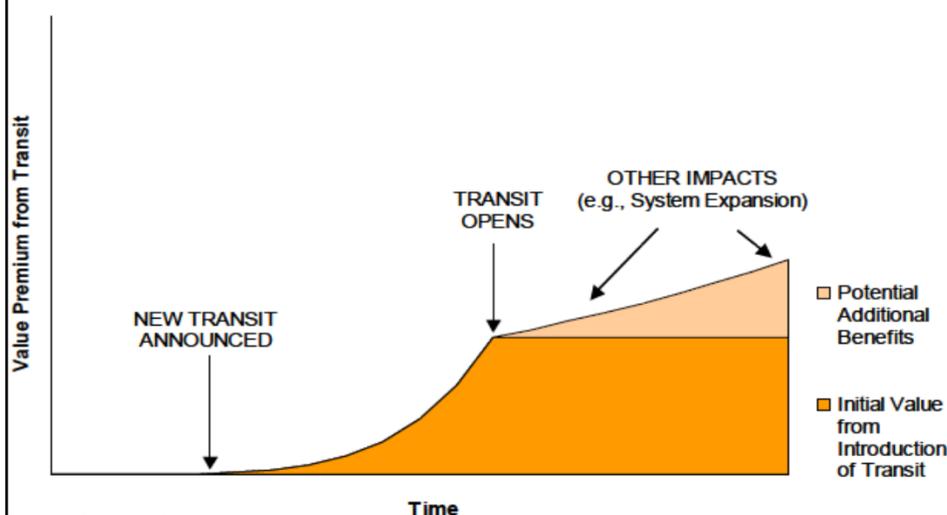
- Green roofs or rooftop gardens reduce storm water runoff, help reduce the urban heat island effect, improve air quality and conserve energy.
- Provide a regulated parking system for a portion of the roof, but is accordance with standards for planned development.

Buying Time to Help Redevelopment Play Catch-up: Structured TOD Funds

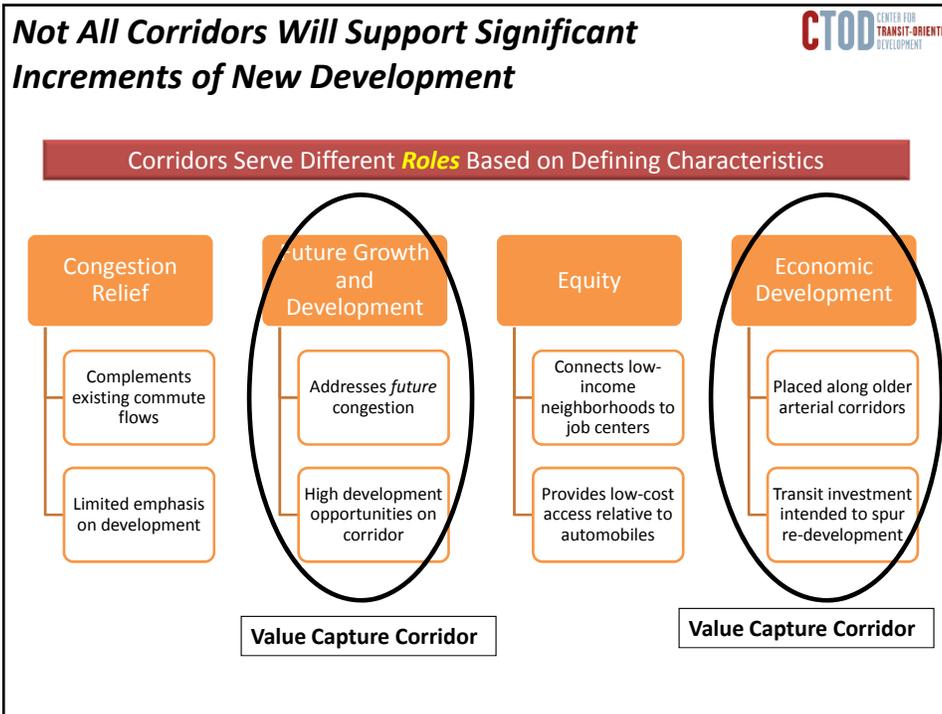
- SF Bay Area: Land purchase is expensive and new development takes time for revenue to meet yield expectations
- Local planning agency, puts up \$10 Million challenge grant for solution
- Non-profit Community Development Financial Institution, LIIF, organizes \$40 million matching from foundations and two investing banks (Morgan Stanley and Citibank)
- \$50 Million is used as revolving fund for land acquisition and “off-balance-sheet” holding fund
- Similar funds under development in Denver, Twin Cities, Cook County IL



How Value Creation and Capture Work— Results in Measured Increase of 18-167% Within Walking Distance of Stations



Source: Strategic Economics.



Cleveland Health Line / Euclid Avenue BRT—Significant Development Downtown & U. Circle But Very Little In Between

\$3 Billion in New Investment Concentrated Near Public Square and University Circle

Good traffic mover Supports expansion Not an incentive for reinvestment

Filling In Missing Links by Adding Streetcar Circulation—

Reduced Portland VMT & Transport Carbon 67%
Part of Portland Climate Plan (From Street Smart, CTOD 2006)



STREETCARS ARE DEVELOPMENT-ORIENTED TRANSIT



DEVELOPERS SAY THAT the permanence of the fixed guideway helps mitigate the risk, and the higher densities and lower parking ratios typically permitted in downtowns make projects more profitable. These densities would not be possible, however, if there was no streetcar. Before the alignment was selected for the Portland streetcar land in the Pearl only captured 19 percent of all development in the CBD; after it was chosen the land captured 55 percent.

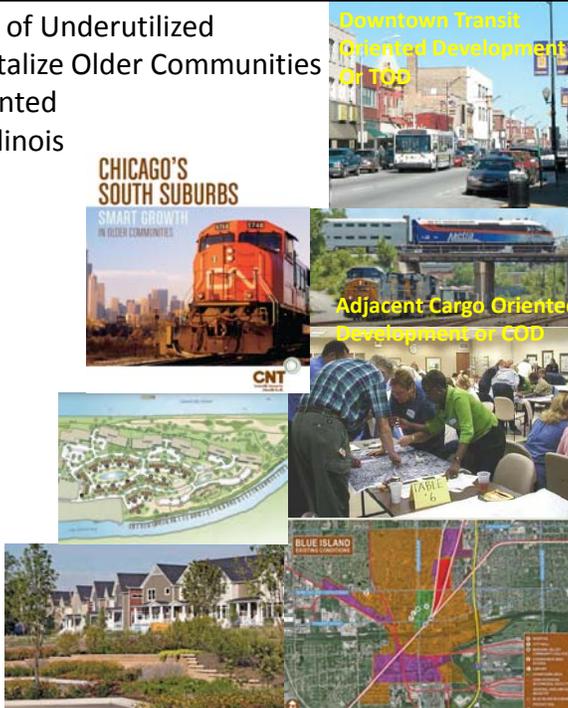
	Start of Service	Initial Track Miles	Initial System Cost Per Track Mile	Initial System Cost	Development Investment	Return on Investment
Kenosha	2000	2.0	3.10	6.20	150	2319.35%
Little Rock	2004	2.5	7.84	19.60	200	920.41%
Tampa	2003	2.4	20.13	48.30	1000	1970.39%
Portland (1)	2001	4.8	11.50	55.20	1046	1794.93%
Portland (Ext.)	2005	1.2	14.83	17.80	1353	7501.12%

TABLE 1: Private Returns on the Public Investment

Source: Reconnecting America

To Identify How Smarter Use of Underutilized Freight Yard Land Could Revitalize Older Communities Using Transit and Cargo-Oriented Development—Blue Island Illinois

- Traditional “main street” downtown land-locked between Cal-Sag Channel and short-line freight yard, prevents expansion
- Develops and executes plan to trade a 90 acre brownfield along same train line for the 30-acre yard, enabling industrial expansion and dedicated truck highway to remove cargo traffic from residential and downtown area
- Waterfront area opened, enabled mixed-use development
- Opening downtown and waterfront enables both cargo- and transit-oriented development



Downtown Transit Oriented Development or TOD

Adjacent Cargo Oriented Development or COD

CHICAGO'S SOUTH SUBURBS SMART GROWTH IN OLDER COMMUNITIES

BLUE ISLAND

Leading to Local Site Access Improvements in Harvey IL, South Cook County, Connects Green Time Zone to Global Shipping

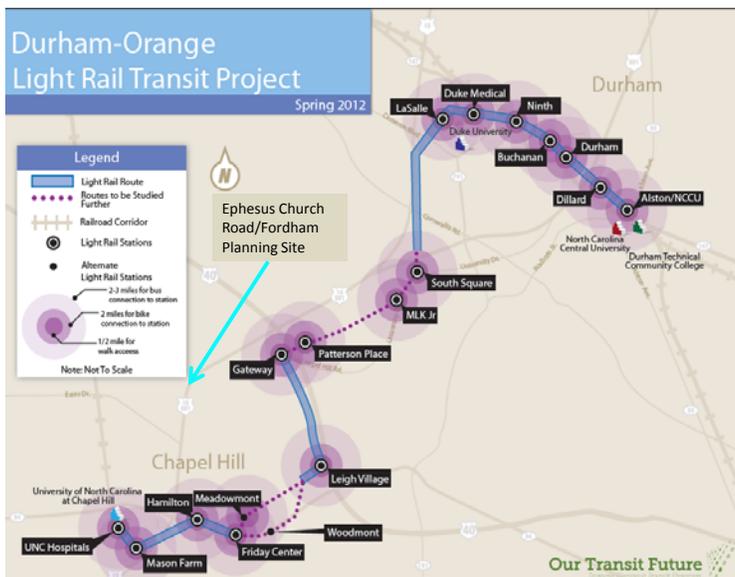
- CN Intermodal expansion
- Makes TIME Zone a destination for Prince Rupert Island BC, Canada shippers

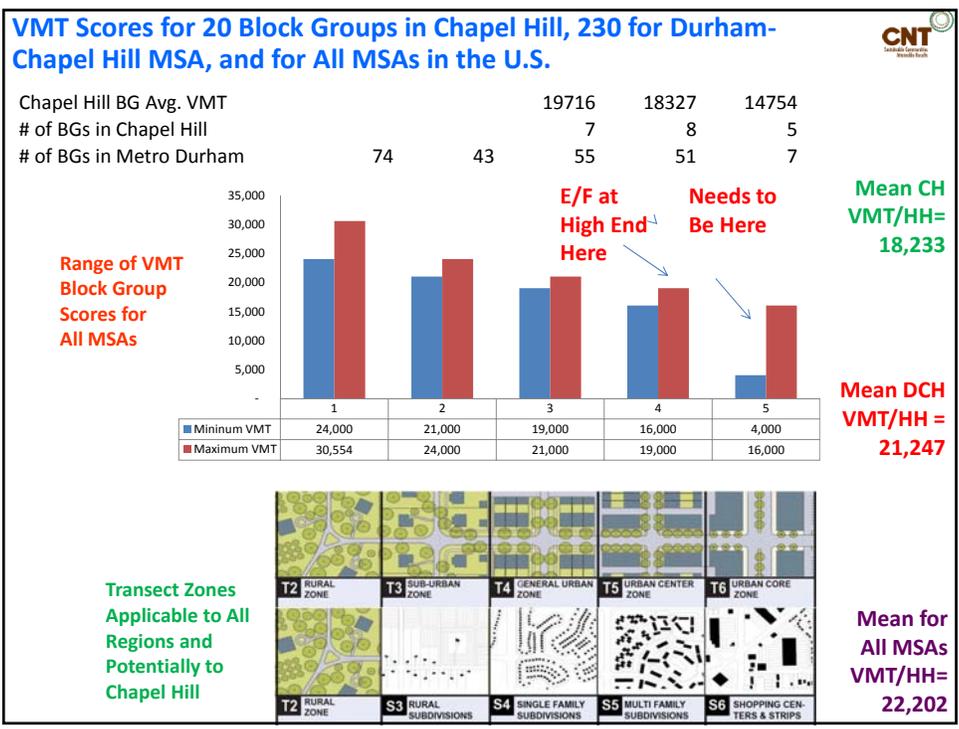
13,400 new jobs
\$2.3 Billion in new income
\$232 million in new tax revenue
96 million fewer vehicle miles traveled
46,000 MT of CO2 eliminated



Triangle Transit Proposed Light Rail Route Showing Proximity of Ephesus/Fordham to Gateway Station Area

- At least 5 of the proposed stations Will be in Chapel Hill
- Gateway Station is closest
- Enhanced bus service possible Along 501
- Local circulator and vehicle sharing possible
- Enhanced bike and pedestrian facilities





Form-Based Codes Placement of New Performance Measures

As part of a planning process, should enable the setting of numerical targets to shoot for where can the city get benchmarks of performance, and

How can these be applied in the context of newly adopted comprehensive plan?

TABLE 1.2. SUMMARY TABLE - DOWNTOWN

By Right	T2 DUA	T3 DUA	T4 DUA	T5 DUA	T6 DUA
a. BASE RESIDENTIAL DENSITY (see Section 5.6)					
b. BLOCK SIZE - not applicable					
c. THROUGHFARES - not applicable					
d. CIVIC SPACES - not applicable					
i. LOT OCCUPATION					
Lot Width	100 ft. min. 150 ft. max.	100 ft. min. 150 ft. max.	100 ft. min. 150 ft. max.	100 ft. min. 150 ft. max.	100 ft. min. 150 ft. max.
Lot Coverage	100% max.	100% max.	100% max.	100% max.	100% max.
j. SETBACKS - PRINCIPAL BUILDING (see Table 5.2)					
(1) Front Setback (Principal)	5 ft. min.	5 ft. min. 20 ft. max.	5 ft. min. 18 ft. max.	5 ft. min. 12 ft. max.	5 ft. min. 12 ft. max.
(2) Front Setback (Secondary)	0 ft. min.	5 ft. min. 20 ft. max.	0 ft. min. 18 ft. max.	0 ft. min. 12 ft. max.	0 ft. min. 12 ft. max.
(3) Side Setback	0 ft. min.	5 ft. min. 5 ft. max. side	0 ft. min.	5 ft. min. 24 ft. max.	5 ft. min. 24 ft. max.
(4) Rear Setback	0 ft. min.	0 ft. min.	5 ft. min.	5 ft. min.	5 ft. min.
Frontage Buildout	100% min.	100% min.	75% min.	100% min.	100% min.
k. SETBACKS - OUTBUILDING (see Table 5.3)					
(1) Front Setback	5 ft. min. side setback	5 ft. min. side setback	5 ft. min. side setback	5 ft. min. side setback	5 ft. min. side setback
(2) Side Setback	5 ft. or 5 ft.	5 ft. or 5 ft.	5 ft. min. or 5 ft. at corner	5 ft. min. or 5 ft. at corner	5 ft. min.
(3) Rear Setback	5 ft. min.	5 ft. min.	5 ft. min.*	5 ft. min.*	5 ft. min.*
l. BUILDING DISPOSITION (see Table 5.4)					
Employment	permitted	permitted	permitted	permitted	by warrant
Skateyard	not permitted	permitted	permitted	permitted	permitted
Riwayat	not permitted	not permitted	permitted	permitted	permitted
Courtyard	not permitted	not permitted	not permitted	permitted	permitted
m. PRIVATE FRONTAGES (see Table 5.5)					
Common Yard	permitted	permitted	permitted	not permitted	not permitted
Porch & Fence	permitted	permitted	permitted	permitted	not permitted
Terrace or Decking	not permitted	not permitted	not permitted	permitted	permitted
Farecourt	not permitted	not permitted	not permitted	permitted	permitted
Stoop	not permitted	not permitted	permitted	permitted	permitted
Shopfront	not permitted	not permitted	permitted	permitted	permitted
Gallery	not permitted	not permitted	permitted	permitted	permitted
n. BUILDING CONFIGURATION (see Table 5.2)					
Principal Building	12 stories max.	12 stories max.	12 stories max.	12 stories max.	12 stories max.
Outbuilding	2 stories max.	2 stories max.	2 stories max.	2 stories max.	2 stories max.
o. BUILDING FUNCTION (see Table 5.4 & Table 5.7)					
Residential	restricted use	restricted use	restricted use	open use	open use
Leisure	restricted use	restricted use	restricted use	open use	open use
Office	restricted use	restricted use	restricted use	open use	open use
Retail	restricted use	restricted use	restricted use	open use	open use

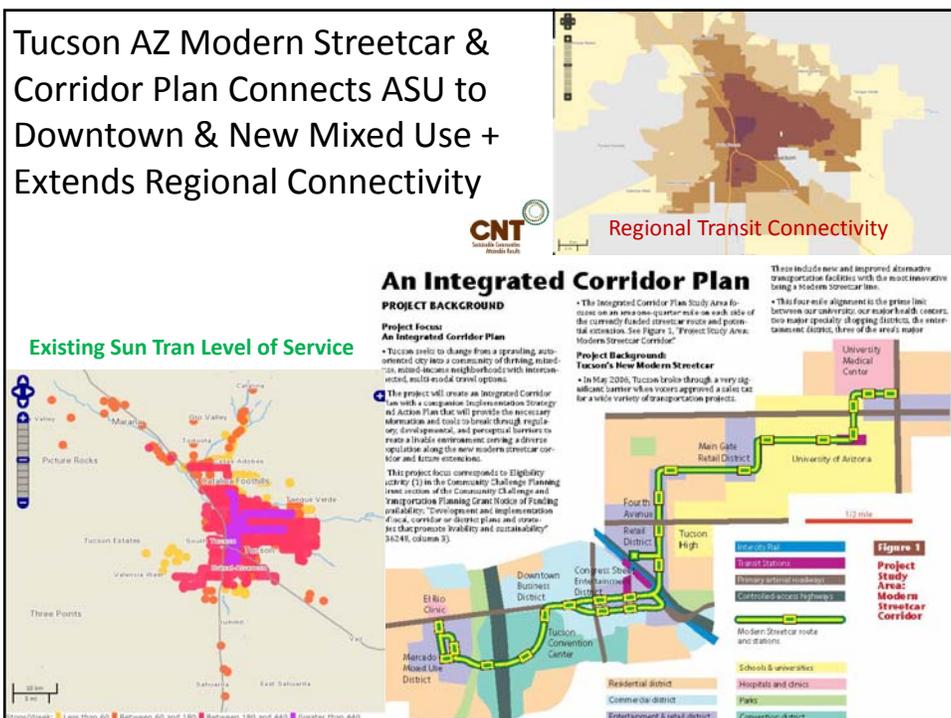
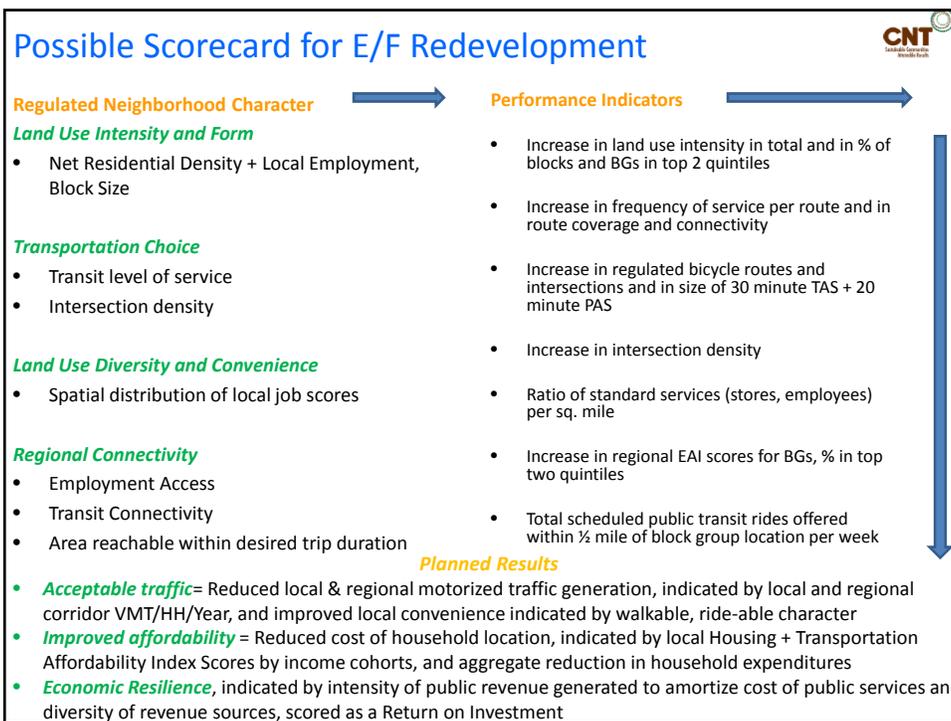


Figure 1
Project Study Area: Modern Streetcar Corridor

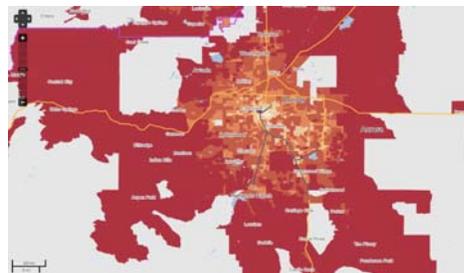
- Intercity Rail
- Transit Stations
- Primary arterial roadway
- Controlled access highway
- Modern Streetcar route and stations
- Schools & universities
- Hospitals and clinics
- Parks
- Conversion district
- Residential district
- Commercial district
- Entertainment & retail district

Denver—Provide Estimates of Tandem Community Economic & Environmental Benefits



Economic

- Fewer cars owned per household
- Fewer vehicle-miles traveled per HH per year
- 2/3 less exposure to gas price spikes and their effects
- Results in a 5-10% reduction in the cost of living at this income level, and higher amounts for lower income
- **\$2.5-\$5 Billion annual regional savings, \$75-\$150 Billion by 2035; up to \$500 M annually available for debt service**
- Travel time savings due to less congestion



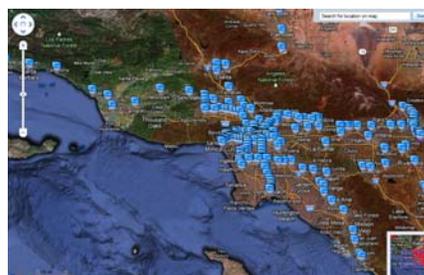
Environmental

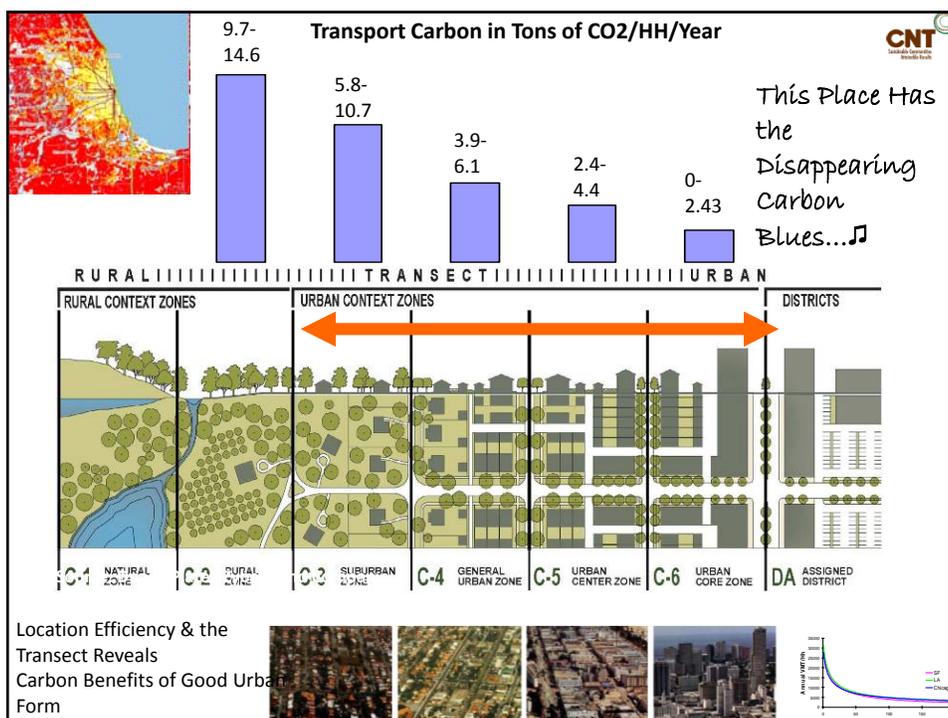
- Less automotive travel leads to less fuel consumption & lower emissions
- Less emissions accelerates Denver regional attainment with National Ambient Air Quality Standards and achieves transportation conformity goals
- For CO₂, equates to 478-956 Metric Tons per Day, or a 1.75-3.5 % reduction in metropolitan GHG inventory, and a **4-8% contribution toward meeting Greenprint Denver goals**
- Similar analyses can produce equivalent benefits for VOCs and Nox

Los Angeles—Moderate system, plan to create an extensive system, new local tax revenues in the bank AND create extensive community benefits



- Dedicated ½ cent tax passed during 2008 gas price shock
- Will generate \$35-40 Billion over 30 years
- Original plan was to leverage with single loan guarantee and tax credit bonds and get the job done in 10 years
- Adaptive leadership—Move LA! & elected leaders now pushing for “35-15”
- Will add 67 fixed-guideway stations to existing 174 and add more buses, BRT and increased frequency of service
- Significant GHG reduction, job creation & access & value creation





One Definition of Resilience

- ...**resilience as a process**— a positive trajectory of adaptation after a disturbance, stress, or adversity ...
- ...community resilience emerges from four primary sets of **adaptive capacities**: Economic Development, Social Capital, Information and Communication, and Community Competence ...
- ...Community Competence, has to do with collective action and skills for solving problems and making decisions, which stem from **collective efficacy and empowerment**

A Region of 100,000 Households

- Spending \$10,000 each on transportation
- \$1 Billion direct expenditures
- Another \$500 million by businesses
- Another \$200 million by federal, state + local
- \$1.7 Billion total per year and increasing

Thank You!



- scott@cnt.org
- www.cnt.org
- <http://htaindex.org>
- <http://toddata.cnt.org>
- <http://ctod.org>
- <http://abogo.cnt.org>