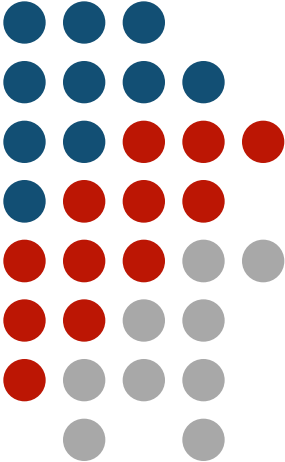


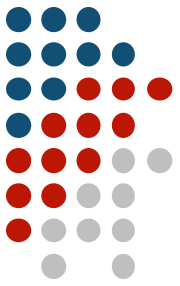
Supporting Land Stewardship that Broadens and Preserves Access to Transit

September 25, 2014

Robert Hickey

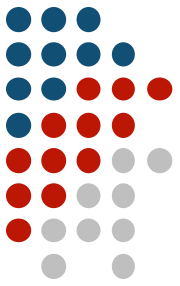


Our Definition of *Successful TOD* Has Evolved



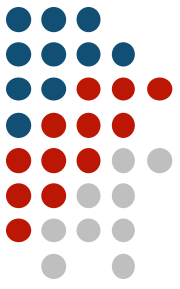
Regions now asking:

- How do we ensure households of all incomes can benefit?
- How will we prevent displacement and create new opportunities to live in these communities for a diversity of households?



Emerging Questions

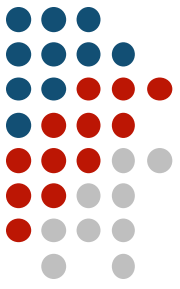
- How do we sustain broad access to walkable transit communities ***over the life of the transit system?***
- How do we preserve other neighborhood assets that are important resources to existing, lower-wage residents?
- How can we support greater community self-determination?



Research Focus

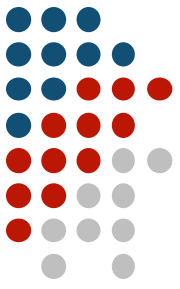
Case Studies of: Denver, Atlanta, and Twin Cities

1. What has been the experience of land stewardship institutions with creating and preserving housing and other community-serving uses near transit?
2. What challenges do they face?
3. What is helping them succeed?



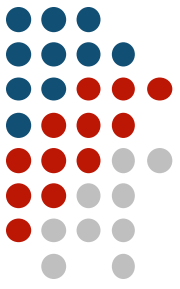
Challenges

1. Land acquisition near transit is difficult, especially after transit service starts.
2. Public policy and funding support for *lasting affordability* near transit is inconsistent at best.
3. The CLT model is still new to many public and private institutions financing and developing affordable housing; confusion about capabilities.
4. Long-term stewardship can be more complex and necessitate greater resources upfront.



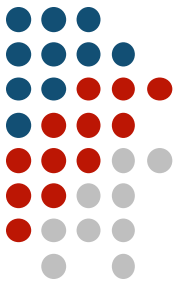
What's Helping

1. Early involvement and intervention
2. Sources of patient capital for land acquisition
3. Strong, private stewardship institutions
4. New construction as well as preservation
5. Public/private partnerships



What's Helping (cont.)

6. Inclusionary housing policies*
7. Partnerships that create affordable rental housing
8. Dedicated local affordable housing funding
9. System-wide affordability goals
10. Opportunities at the very outset for local community residents and other stakeholders to shape where the transit will go



What Would Help Further

1. Funding sources that *support* lasting affordability and either *require* or *prioritize* it
2. Greater education of funders and public agencies about the stewardship benefits delivered by community land trusts and the diversity of development types.
3. Greater support for local communities to engage early in shaping transit district affordability goals and land use plans.