

South Central TOD Steering Committee

July 18, 2019





Meeting Agenda

1

Introduction,
Announcements

2

Review & Approval of
Meeting Minutes

3

Continued discussion on
visioning, community input,
technical analysis, and
potential strategies to help
reduce displacement risk

4

Public Comment

5

Member Announcements,
Requests for Information,
Follow up, Etc.

6

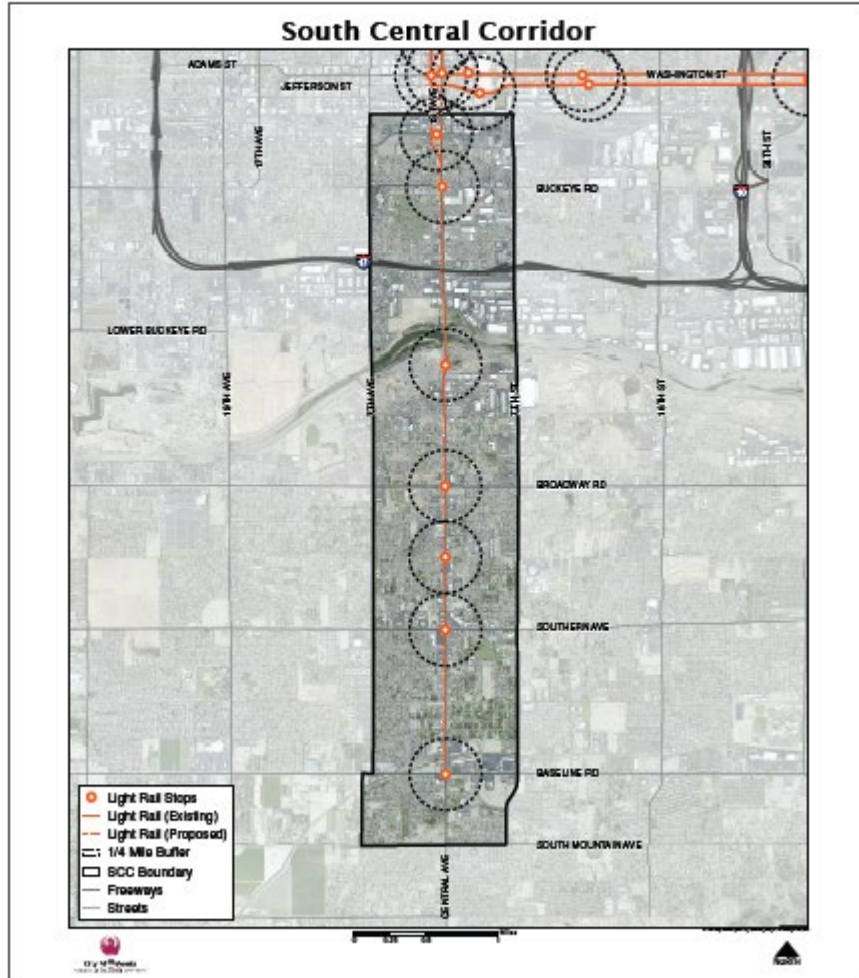
Adjournment



SOUTH CENTRAL TRANSIT ORIENTED DEVELOPMENT (TOD) STEERING COMMITTEE



1 What area are we talking about? ¿De qué área estamos hablando?



The “Planning” project boundary is from 7th Avenue to 7th Street (West and East), and the railroad tracks just south of Jefferson Street to South Mountain Avenue (North and South)

El límite del proyecto de “planificación”. Los límites del área son de 7 avenida a calle 7 (de este a oeste), y las vías del ferrocarril al sur de la calle Jefferson a la avenida South Mountain (de norte a sur)



SOUTH CENTRAL TRANSIT ORIENTED DEVELOPMENT (TOD) STEERING COMMITTEE



2 What are we here to do?

- The Steering Committee will **develop a TOD policy plan** specific to the South Central corridor.
- The Plan will serve to **attract, guide, and prioritize strategic investments to realize a shared community vision** for the future of the corridor.
- Steering Committee members **guide in developing a community vision and implementation strategies**.
- Steering Committee members also **advocate for and play a direct role in implementing the plan**.

¿Qué estamos aquí para hacer?

- El Comité Directivo desarrollará un plan de políticas específico para el corredor del TOD Sur Central.
- El Plan servirá para atraer, guiar y priorizar inversiones estratégicas para lograr una visión comunitaria compartida para el futuro de la area
- Los miembros del Comité Directivo guían el desarrollamiento de una visión comunitaria y estrategias de implementación.
- Los miembros del Comité Directivo también abogan por y desempeñan un rol directo en implementación del plan.

*** Committee's tasks DO NOT involve discussions or decision making regarding the design and construction of the light rail extension.**

*** Las tareas del comité NO involucran discusiones o toma de decisiones con respecto al diseño y construcción de la extensión del tren ligero.**



SOUTH CENTRAL TRANSIT ORIENTED DEVELOPMENT (TOD) STEERING COMMITTEE



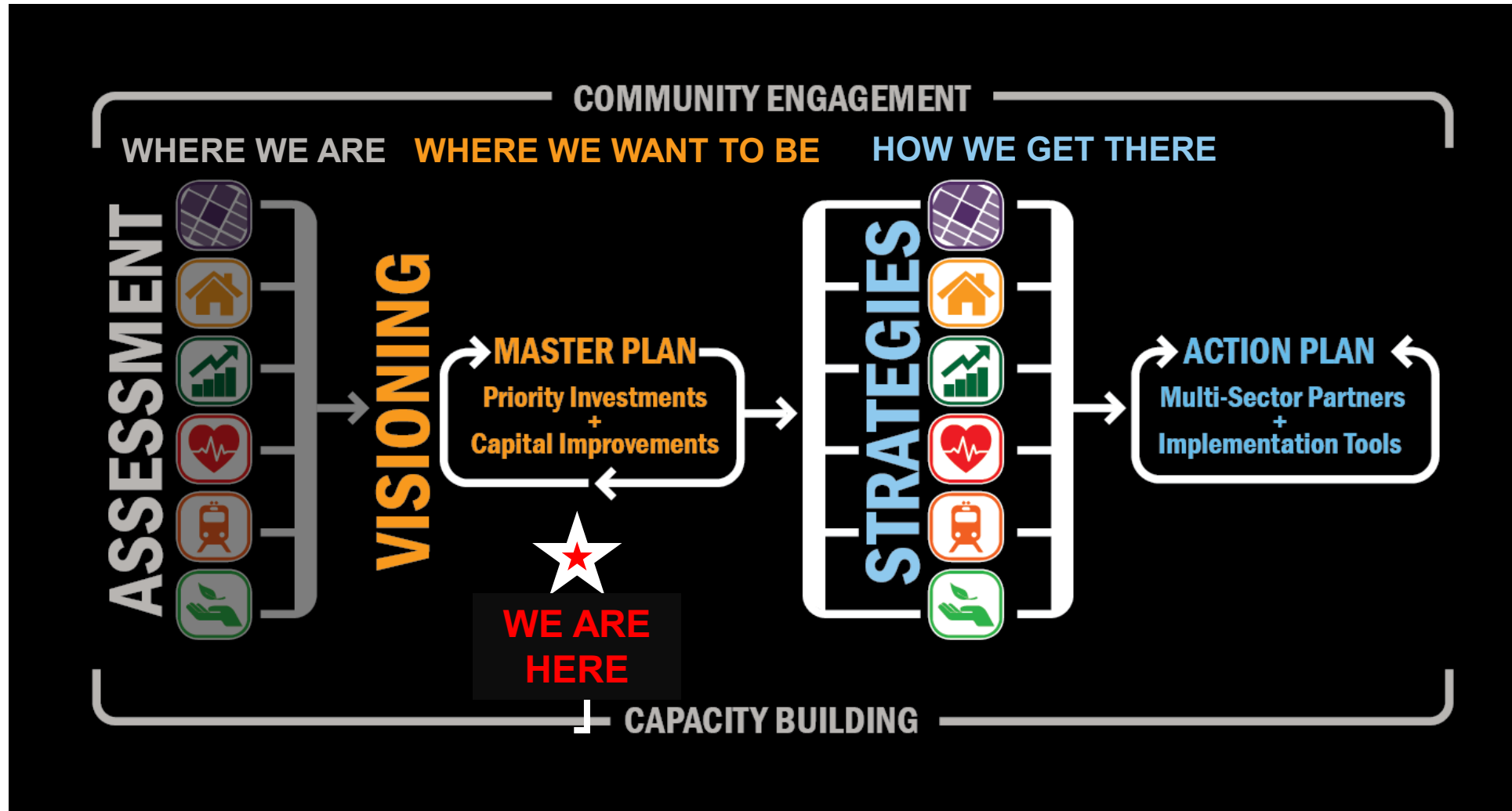
3 Where are we at in the process? ¿Dónde estamos en el proceso?



We have dedicated the Summer months to discuss the “Where we want to be” and the fall months to discuss “How we get there”

Hemos dedicado los meses de verano para discutir "Donde queremos estar" y los meses de otoño para discutir "Como llegamos allí"

Planning Process & Work Program





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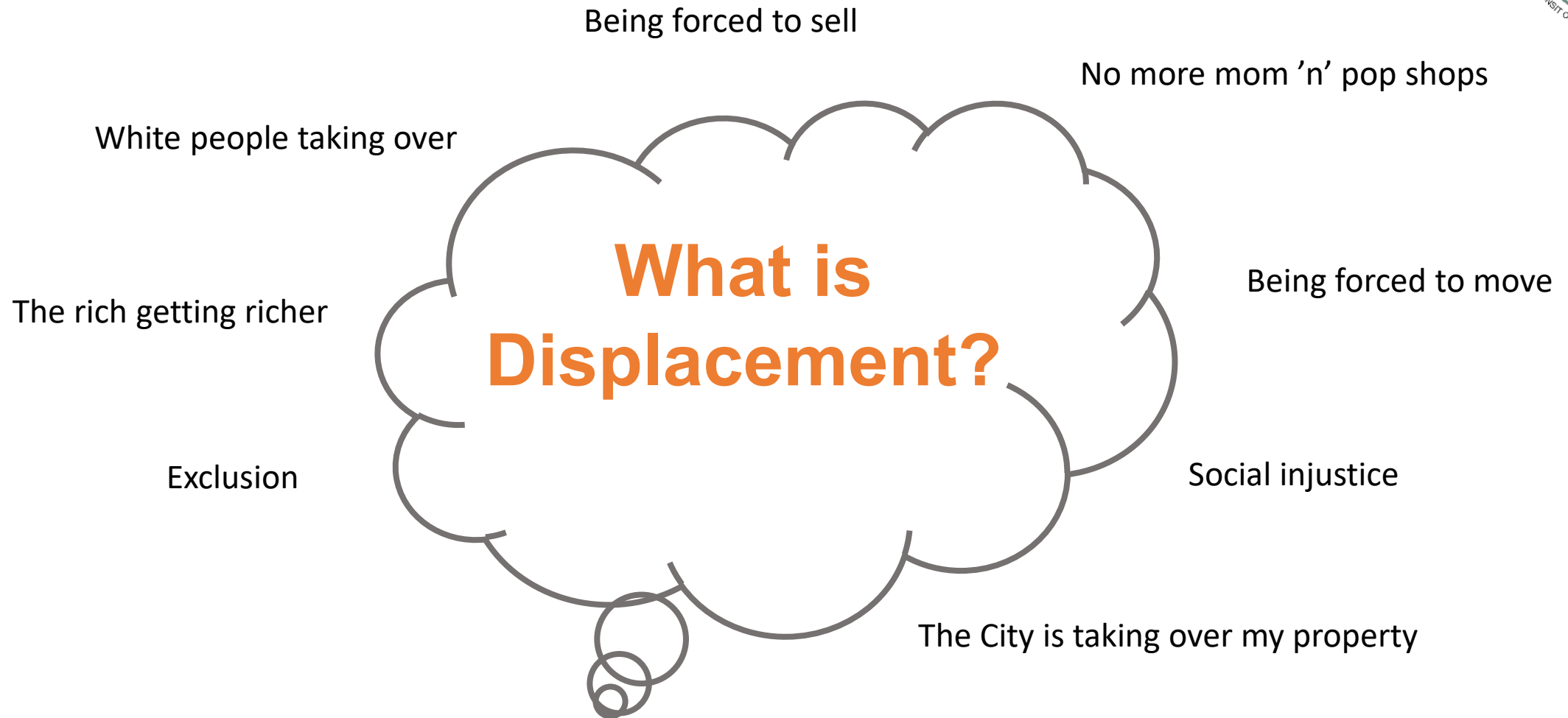
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“The removal of original or longtime residents or businesses from a neighborhood when changes like higher rent, mortgages and property taxes cause challenges in affording living expenses.”



How do we define “risk of displacement”?

WHO WE ARE
CURRENT STATE ASSESSMENT



(Southern Station Profile)

SOUTHERN AREA RESIDENTS, INCOME, HOUSING + TRANSPORTATION

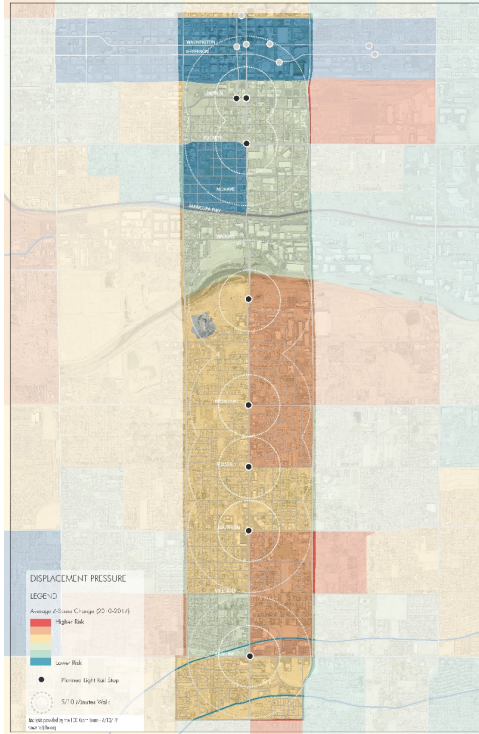
Homeowners		Renters	
Households	640	Households	711
Percent Homeowner Occupied	47.4%	Percent Renter Occupied	52.6%
Median Income	\$41,003	Median Income	\$19,630
Annual Housing Costs	\$5,527	Annual Housing Costs	\$8,607
Transportation Costs	\$11,468	Transportation Costs	\$7,286
Annual H+T Costs	\$16,995	Annual H+T Costs	\$15,893
H+T Percent of Income	41.4%	H+T Percent of Income	81.0%

What does this tell us about our corridor?

TECHNICAL DATA

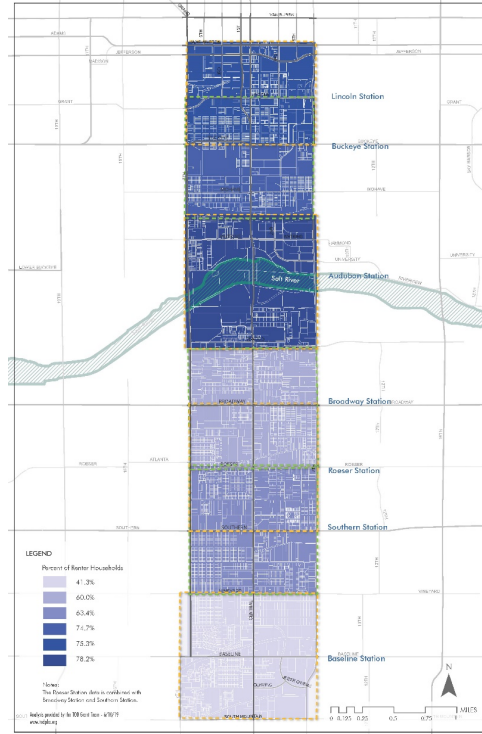
WHERE WE ARE TODAY

RISK OF DISPLACEMENT



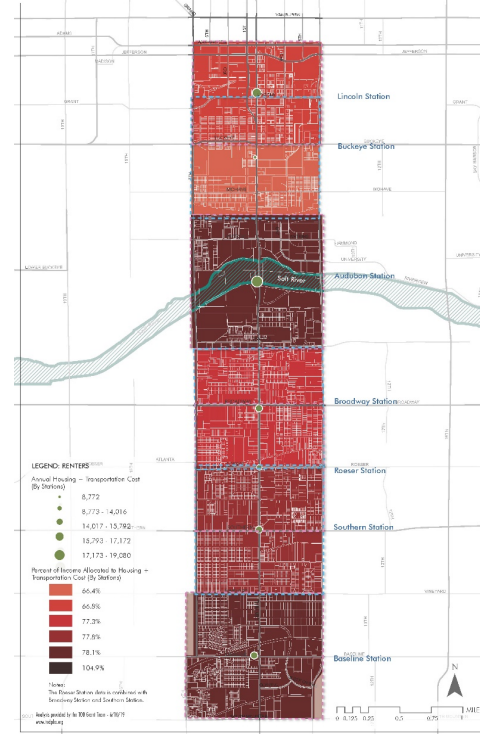
- Education
- Occupations
- Priority Sites
- Zoning

RENTER %



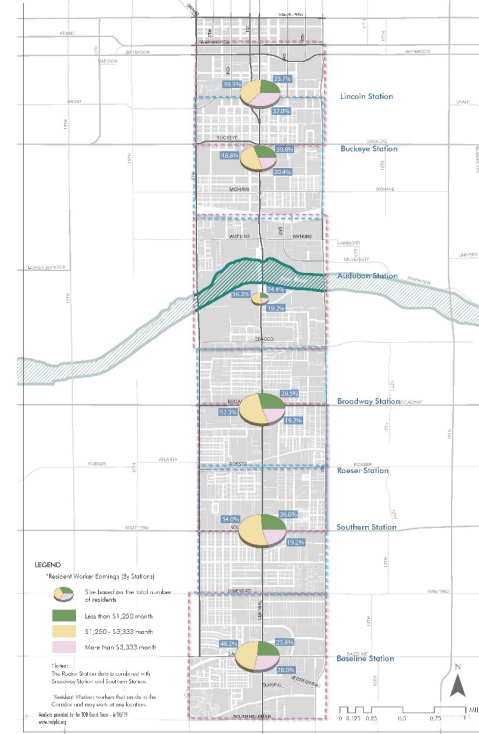
- Housing Density
- Max Height
- Community Assets
- Mobile Home Sites

HOUSING + TRANSPORTATION COSTS



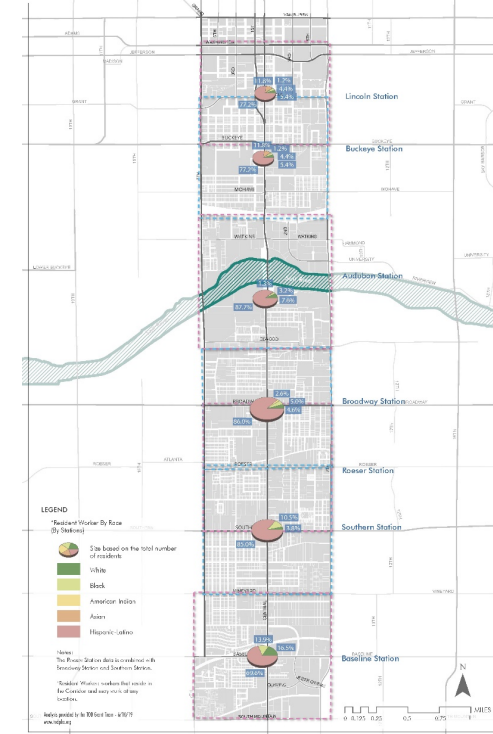
- Vacant Parcels
- State / City Owned Parcels
- Contaminated Land
- Historic Property

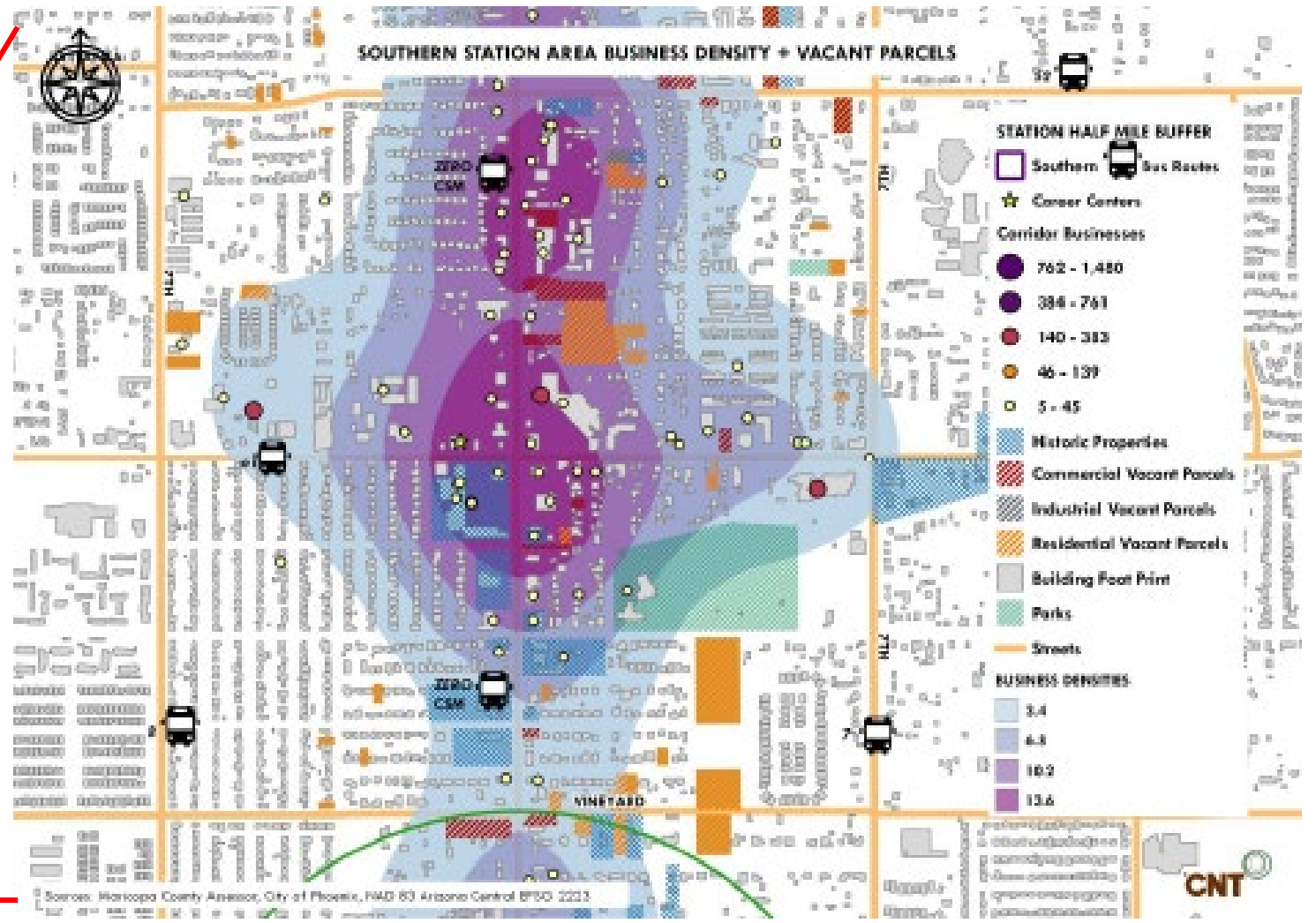
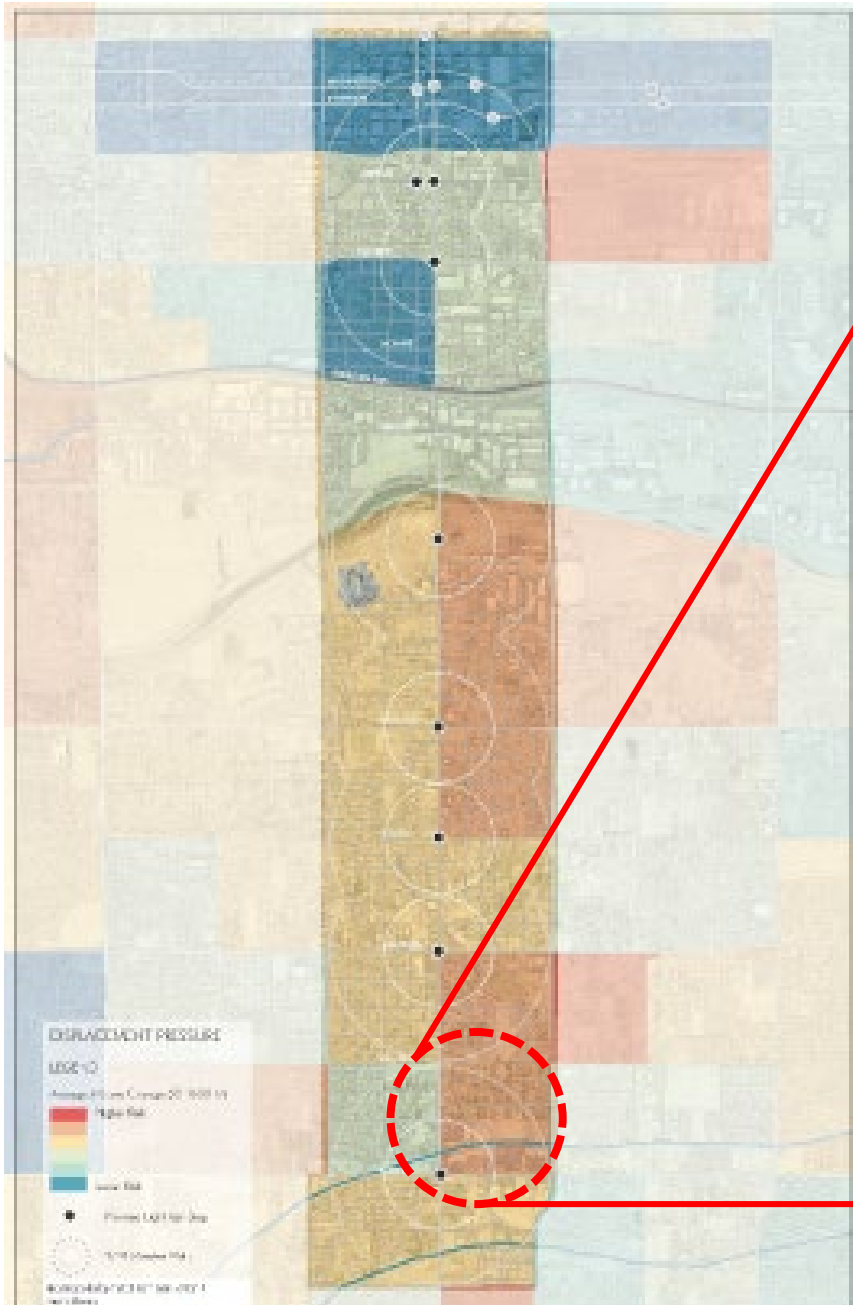
RESIDENT INCOME



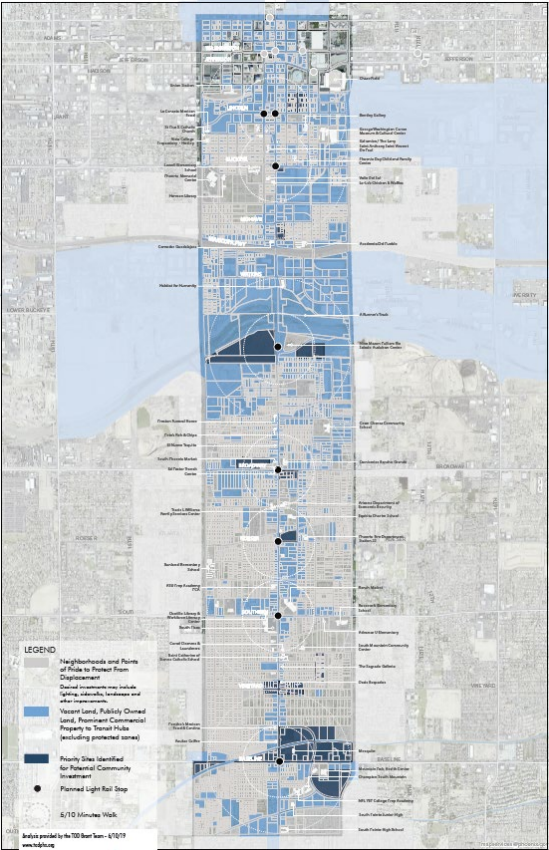
- Employment Density
- Transit / Mobility
- Tree Density
- Typography

RACE





Community Input



Redevelop, retrofit, stabilize

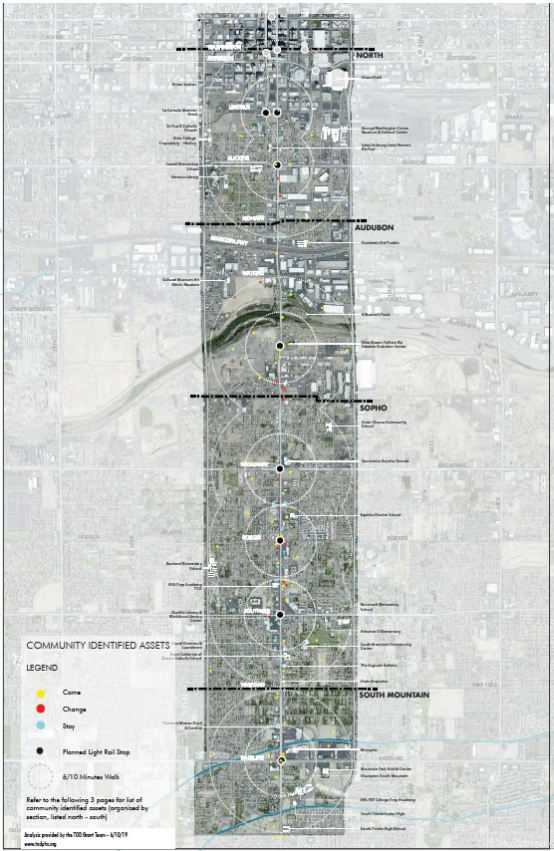


Youth Engagement



Community Workshops

Stay, Come, Change map





Question #1

How do you define “risk of displacement”?

WHO WE ARE
CURRENT STATE ASSESSMENT

How can the Vision for the Future “reduce the risk of displacement” ?

WHAT WE WANT TO BE
VISION FOR THE FUTURE

The 6 Planning Framework Goals



These Goals...



Health

- Healthy food
- Recreational amenities
- Safe and comfortable places to walk and bicycle



Land Use

- Unique place-making characteristics
- Building form
- Variety of uses



Green systems

- Storm water Harvesting
- Surface Temperatures
- Urban Heat Island



Mobility

- Bicycle Improvements
- Street Improvements
- Bus Routes & Accessibility
- Sidewalks, Canals + Trails



Housing

- Affordability
- Quality
- Diversity
- Access



Economic Development

- Access to jobs
- Training opportunities
- Educational opportunities

Work towards reducing displacement risk.

EMERGING OVERALL THEMES

- Environmentally Equitable Compact Community
- Sustainability and Resiliency
- Stabilization of neighborhoods
 - Areas at risk of displacement were identified
 - Desire for range of housing options and affordability are key
- Desire for incremental change and growth
- Destination that supports local businesses and shares culture
- Improved parks and South Mountain access
- Community would walk/bike if there was shade, lighting, safe sidewalks
- More jobs in health, education, service, industrial, & tech.





Do the Planning framework and community identified themes for the future “reduce the risk of displacement” ?

WHAT WE WANT TO BE
VISION FOR THE FUTURE



How will the south central corridor achieve the Vision and “reduce the risk of displacement”?

HOW WE GET THERE
IMPLEMENTATION PLAN

SOPHO: Broadway Road

Community Vision



Broadway Road & Central Avenue

Walkable Center – entertainment, office, grocery store, restaurants, live/work and mid-rise, mixed-income housing supported by green streets, public art, engineered and natural shade + cooling, public art and wayfinding signage.



Roeser Road & Central Avenue

Walkable Neighborhood - mid-rise, mixed-income housing, supported by canal pedestrian improvements, green streets and engineered shade + cooling.



Central, Broadway, Roeser, Southern and Vineyard Roadways

Green Street, natural shading + cooling, stormwater retention and development guided by landscape standards.

Pedestrian improvements along the canals providing shade, gathering space and connectivity to surrounding areas.

FINDING FROM CENTER FOR NEIGHBORHOOD

TECHNOLOGY (CNT) REPORT: Renters are at risk from rising rents and taxes

POTENTIAL IMPLEMENTATION TO BUILD WEALTH:

Put in place models for “rent to own” + trailer park community land. These include without being limited to cooperative ownership, community land trusts and others. Change zoning to allow for auxiliary units to support increased density at single family neighborhoods.

COMMUNITY FEEDBACK: there is a need for opportunities to increase savings and build income streams (home or business).

POTENTIAL IMPLEMENTATION TO SHARE and BUILD PLACE:

Reduce the cost of living by providing convenient access to goods, services and jobs locally and reduce dependency on the automobile.

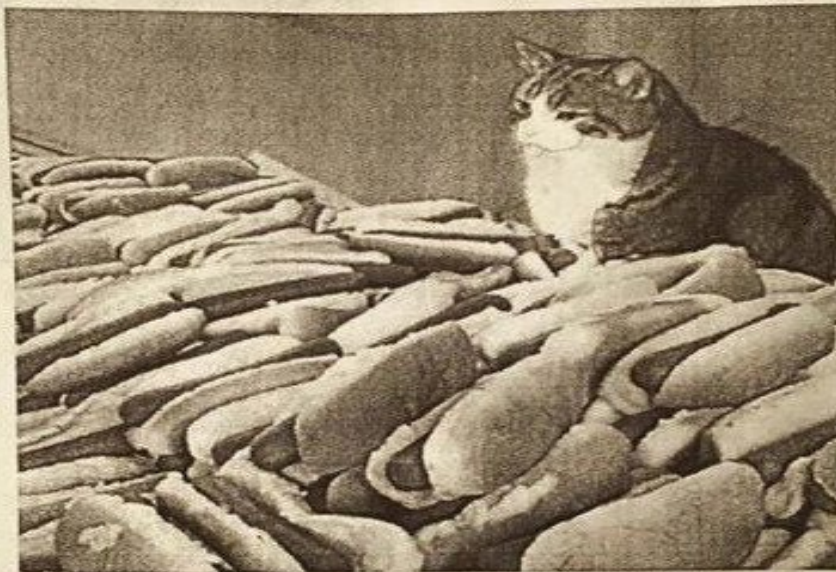
- Workforce development organization partnership
- Transit improvements and programs that connect people to jobs and services.
 - Neighborhood Transit pass
 - Employer/ Commuter Outreach Program

Homework



Name Lola

Write a story to match this picture. Use capitals and punctuation.



I ordered pizza!
Not hot dogs. I want
PIZZA! I AM SO MAD!

Read: CNT Briefing Papers



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