



# TRANSIT ORIENTED DEVELOPMENT (TOD)

---

## USING TRANSPORTATION PLANNING AS A CATALYST FOR HOLISTIC COMMUNITY DEVELOPMENT

Earl Redrick

Senior Advisor

HUD Fort Worth Regional Office



# Old School v. New School

## Old School Planning

- Linear (by sector, type or project)
- Siloed
- Typically single resource driven
- 3, 5 or 10 year perspective
- Limited communication and interaction with other potential assets
- Limited or no interaction with other aspects of community development

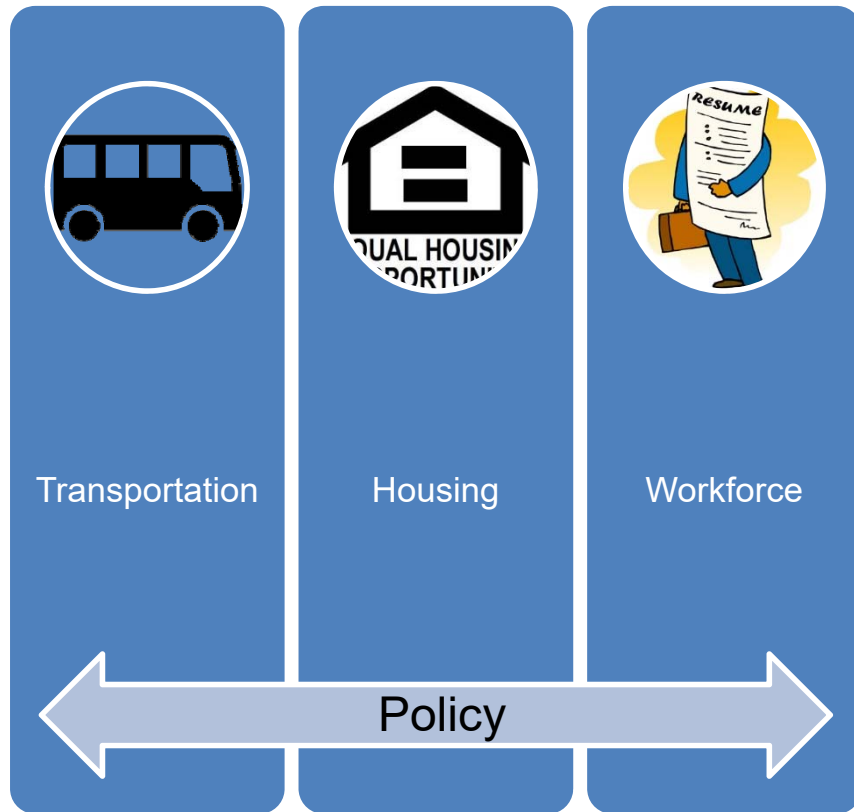
## New School Planning

- Broad collaboration
- Driven by impact or outcome
- Emphasis on “holistic” approach
- View planning through long term, sustainability lens
- Communicates across sectors, industries and agencies or departments
- Multi-resource focused
- Attempts to maximize investments from various intersecting aspects of community development



# Old School v. New School

## Old School Planning: Sector Based Approach



## New School Planning: Place Based Approach





# HUD Resources

- **HUD doesn't just invest in housing; it invests in communities!**
- Things to consider related to potential HUD resources
  - What's truly desired
  - Long term forecast and implication
  - Target demographic
  - Location and available land
  - What other resources are involved
  - **Number and type of local partners**
  - What other developments are projected
- **THINK REGIONAL, ACCESSIBILITY and SUSTAINABILITY**



# HUD Resources

## Various HUD possibilities

- Target Income
  - Market Rate
  - Workforce Housing
  - Array of Affordable Options
- Mixed Income
  - Programs ranging from 30%-120% Area Median Income (AMI)
- Mixed Use
  - Commercial
  - Residential
  - Green/Activity Space
- Type
  - Ownership and rental
  - Single or multi-family
  - Townhomes, duplexes or traditional apartments
  - Seniors, Veterans, Hospital, Skilled Care or Assisted Living
- Any Combination thereof



# Example #1: Austin, TX

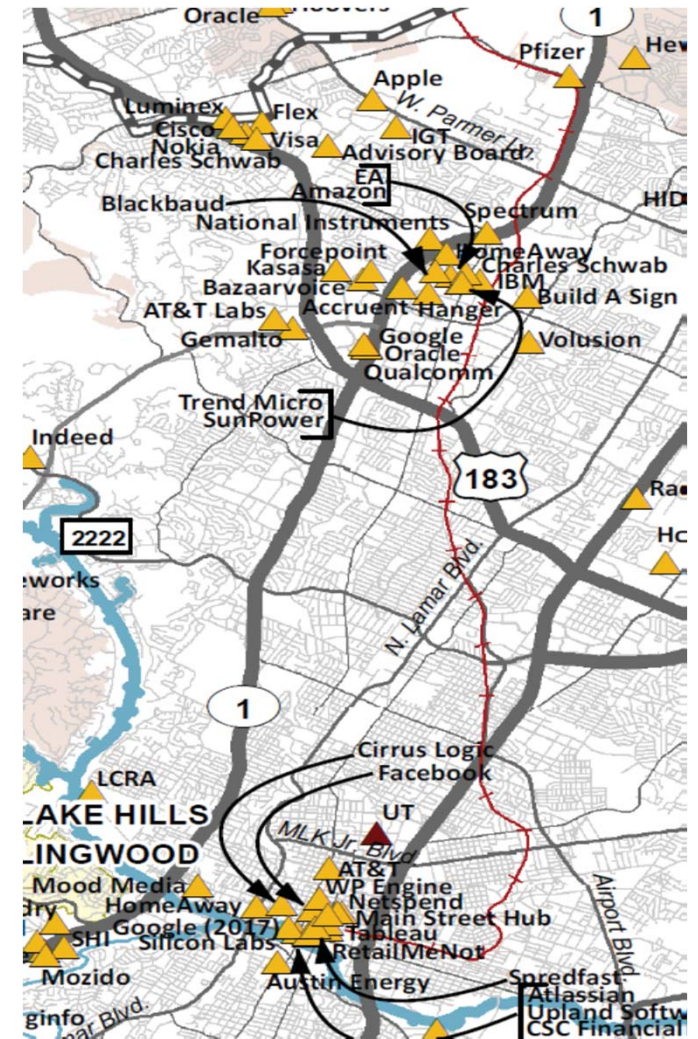
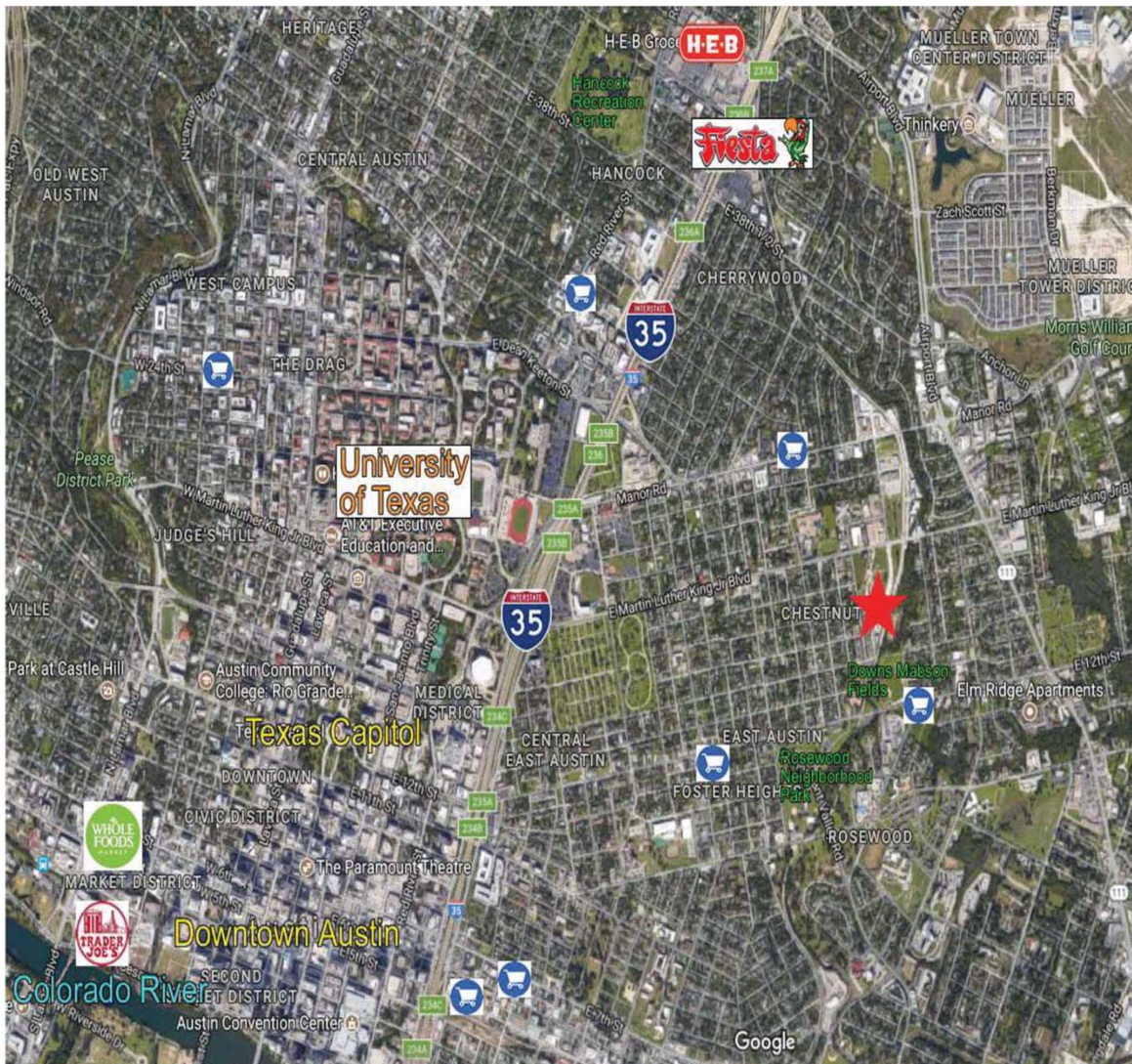
- **The Rail** - a proposed 235-unit, mixed-income, multifamily property to be located on a 1.20-acre transit oriented site in East Austin
- Meets FHA's definition of affordable (**25 percent of units are restricted at 50 percent AMI or less**)
- Also contains a small, single-tenant, commercial space on the ground floor
- Within 2 mile radius-5 grocery stores; main transit HUB; light rail route; 3 major employment centers (Capitol District, Medical Center, and UT); ease of access to major transit arteries







# Example #1: Austin, TX







## Example #2: Omaha, NE

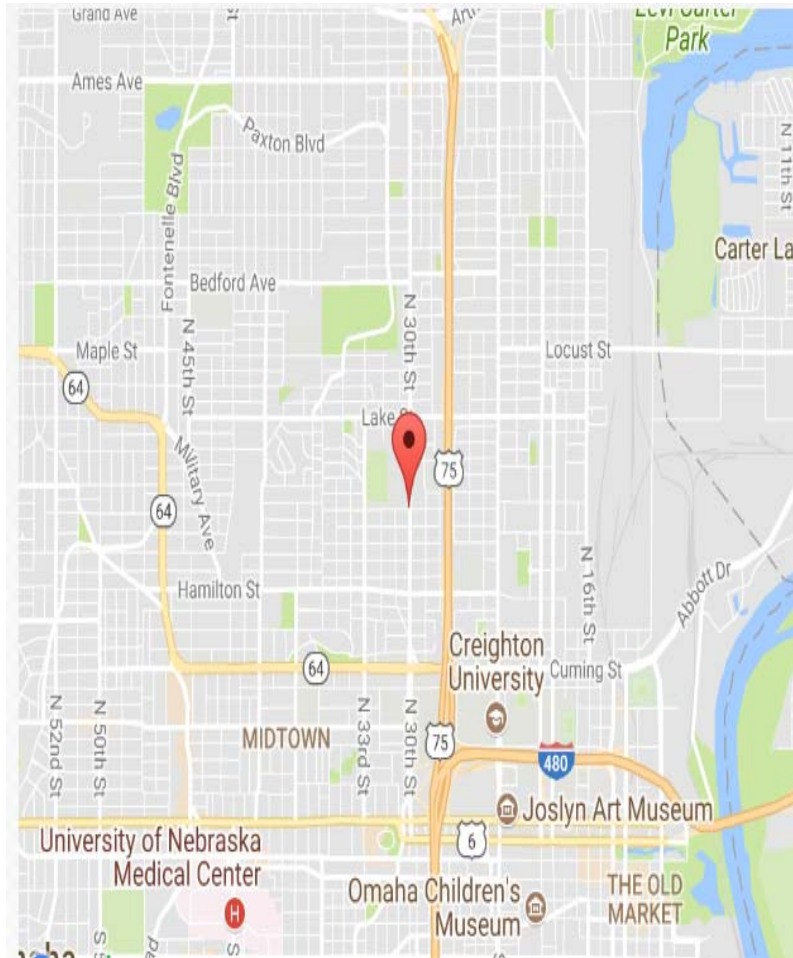
- Former public housing site in one of Omaha's poorest areas-North Omaha
- Combines 164 high-quality, home owner and rental housing unit options
- \$20M neighborhood investment-mixed income and mixed use
- Development includes
  - townhomes, rowhouses and duplexes
  - Green space and an agriculture & aquaponics teaching facility
  - Classroom space obtained by 3 local universities
  - Retail and restaurants
  - Performing Arts and Education space – **The Accelerator!**
  - On a main transit node, allowing ease of access to major transit arteries
  - Transit hub station within walking distance
  - Partnership with local public school system
  - Array of resources including public, private, philanthropic and donated anonymous resources (**\$15M DoT TIGER Grant - 2015**)
  - Counseling and other health components
  - Technology and workforce development training on site







## Example #2: Omaha, NE





# Questions

\*Salt Lake City, UT

\*\*Denver, CO



Earl Redrick

[earl.e.redrick@hud.gov](mailto:earl.e.redrick@hud.gov)

817-978-5969