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Principal | Integrated Planning

DEVELOPMENT WITHOUT DISPLACEMENT

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Houston, Tx

ARUP





The Challenge

New transit investments and other public improvement projects present a conundrum for existing urban neighborhoods and communities.

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Transit accessibility presents a conundrum for urban neighborhoods.

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Transit accessibility presents a conundrum for urban neighborhoods.

On the one hand, a lack of transit can isolate residents from economic and social opportunities, particularly in low-income areas.

On the other hand, introducing new transit makes a neighborhood more desirable to new residents, and higher property values can displace existing communities.



Little Tokyo/Arts District

Exit Alameda St /
1st St

Exit
Ramp Down

10

A man in a white t-shirt with a circular logo and black shorts is walking towards the camera. He has a black bag slung over his shoulder.

A man with a backpack and a bicycle is standing on the platform, looking towards the train.

A man in a black t-shirt and shorts is sitting on a bench on the platform, looking towards the train.

A group of people, including a woman with a child and a man with a backpack, are standing on the platform, looking towards the train.

A silver and black BART train with a white 'M' logo on the front is stopped at the platform. The destination sign above the windshield reads 'EAST LA'. The train has a large windshield and several headlights.

A large green rectangular sign is mounted on a pole on the right side of the platform.

1st St

A silver car is driving on the street to the right of the platform. A traffic light is visible in the background.

Metro CEO says transit agencies need to care about gentrification

By KERRY CAVANAUGH OCT 12, 2015 | 8:08 AM



Mariachi Plaza Gold Line station in Boyle Heights. A public outcry recently forced Metro to table its redevelopment plans for the historic plaza. (Los Angeles Times)

Los Angeles County Metropolitan Transportation Authority CEO Phil Washington wants his agency to do more to prepare for gentrification around new transit lines and help prevent the displacement of longtime residents.

Washington, who has been on the job for seven months, said too many transportation officials believe their sole responsibility is the transit line and that they have no interest in the development that occurs around the stations. The result is that low-income residents and businesses are often displaced shortly after new transit lines open.

Transit-oriented development? More like transit rider displacement

By TRACY JEANNE ROSENTHAL FEB 20, 2018 | 4:05 AM

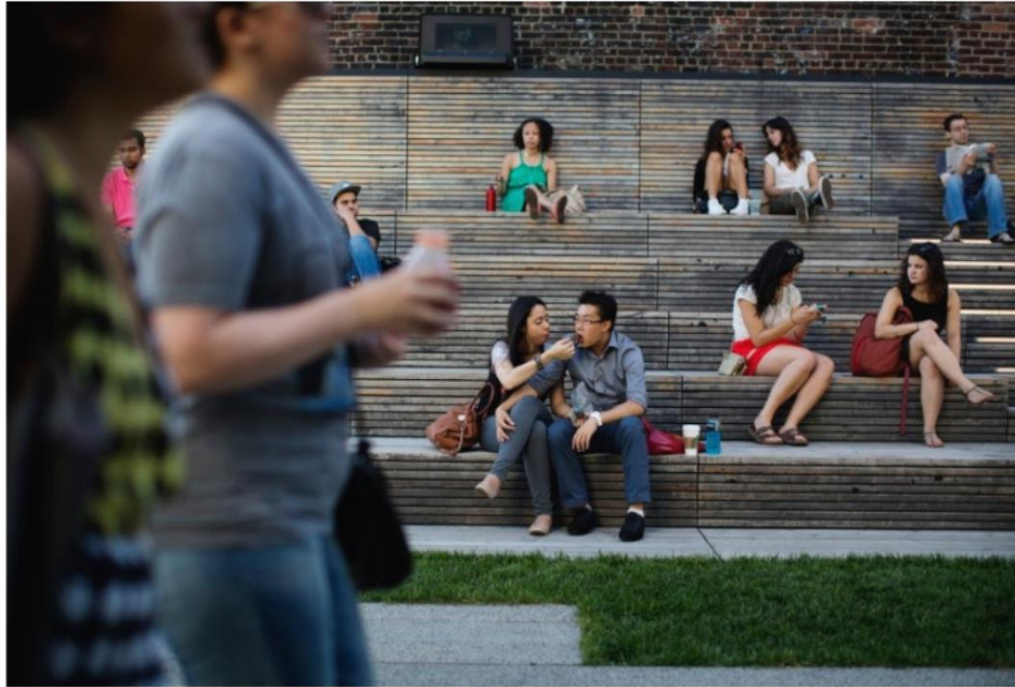


The Metro Orange Line bus near North Hollywood station in Los Angeles on July 20, 2017. (Los Angeles Times)

For five years, pundits, planners, and policy-makers have scratched their heads at Los Angeles' steep public transit ridership decline: a 21% decrease on buses, 15% in total. To explain it, they cite ride-sharing, cheap gas, even the law that lets undocumented immigrants get licenses to drive. But another answer should be obvious: We lose transit riders when we displace the low-income families who rely on it.

Data from [Policy Link/PERE](#) shows that L.A.'s transit riders are mostly low-income black and Latinos: 88% of Metro bus riders are people of color, and more than 50% have annual family incomes under \$15,000. When they lose housing near bus or rail lines, they lose access to transit.





Pedestrians gather in a viewing area at the High Line in New York. // Lucas Jackson/Reuters

The High Line's Next Balancing Act

LAVRA BLISS FEB 7, 2017

The famed “linear park” may be a runaway success, but it’s also a symbol of Manhattan’s rising inequality. Can its founder help other cities learn from its mistakes?



When Robert Hammond first conceived of turning a disused elevated railway on Manhattan’s West Side into a high-design “linear park,” he thought it would attract maybe 300,000 visitors a year. He and co-founder Joshua David didn’t really think about what the High Line could do to the neighborhood, apart from adding a little extra breathing room.



Atlanta's Beltline, a transformative urban redevelopment, struggles with affordability

Can the city's revolutionary rails-to-trails project work for everyone?

By Patrick Sisson | Oct 3, 2017, 1:38pm EDT

f TWITTER SHARE



A couple walks along the Atlanta BeltLine as the midtown skyline stands in the background in Atlanta in 2012. The Atlanta BeltLine is an urban redevelopment project that aims to turn an old 22-mile railroad corridor that rings the city's in-town neighborhoods into a network of trails, parks, affordable housing and, eventually, transit. | AP Photo/David Goldman

In an era of [High Line-style park projects](#) and urban development, [Atlanta's Beltline](#) stands out as perhaps one of the biggest urban regeneration experiments of them all.

The Boston Globe

Will the Green Line Extension make Somerville real estate go crazy?

The subway's first expansion in nearly 30 years will test a theory. Are homes near transit stops as valuable as beachfront retreats?

EMAIL FACEBOOK TWITTER PINTEREST LINKEDIN

PRINT COMMENTS 16



ARAM BOGHOSIAN

When the Green Line and another T project are completed, 85 percent of Somerville will be within a half-mile of a transit center, up from the current 15 percent.

By Shira Springer | GLOBE STAFF MAY 08, 2014



MANHATTAN
BR. →

BROADWAY

60號怡豐商場

怡豐商場

興旺商場

華美商場

農家飯

永昌眼鏡公司

亮人生

餅屋

BIKE LANE
BIKES ONLY

福州大閩
NO STANDING
ANYTIME

Lung Toi
電話卡充值

Sign

金盛合
福州

第一駕駛學校

惠海

福安商

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ONE

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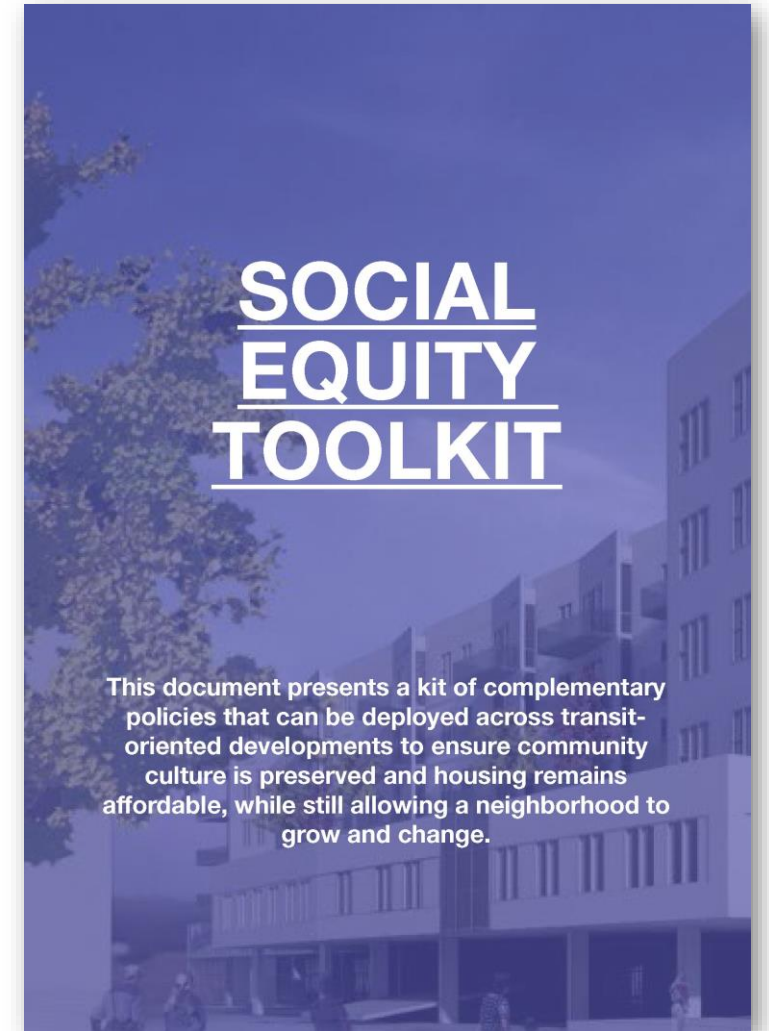
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Responding to the Challenge

This Social Equity Toolkit offers a range of measures that help enable development while preserving communities.

It is a practical guide to implementing the best practices in equitable development.



Responding to the Challenge

With timely coordination and careful planning, cities can ensure that existing residents and business owners are not priced out of their homes and stores.

Responding to the Challenge

Development of new transit project



*“The **definition of insanity** is **doing the same thing** over and over again, but expecting different results”. Albert Einstein (perhaps)*

Responding to the Challenge

Development of new transit project



Social Equity Toolkit for tackling displacement



(1) Measures to tackle residential displacement



(2) Measures to protect businesses and cultural spaces



Responding to the Challenge

Development of new transit project



Social Equity Toolkit for tackling displacement



(1) Measures to tackle residential displacement



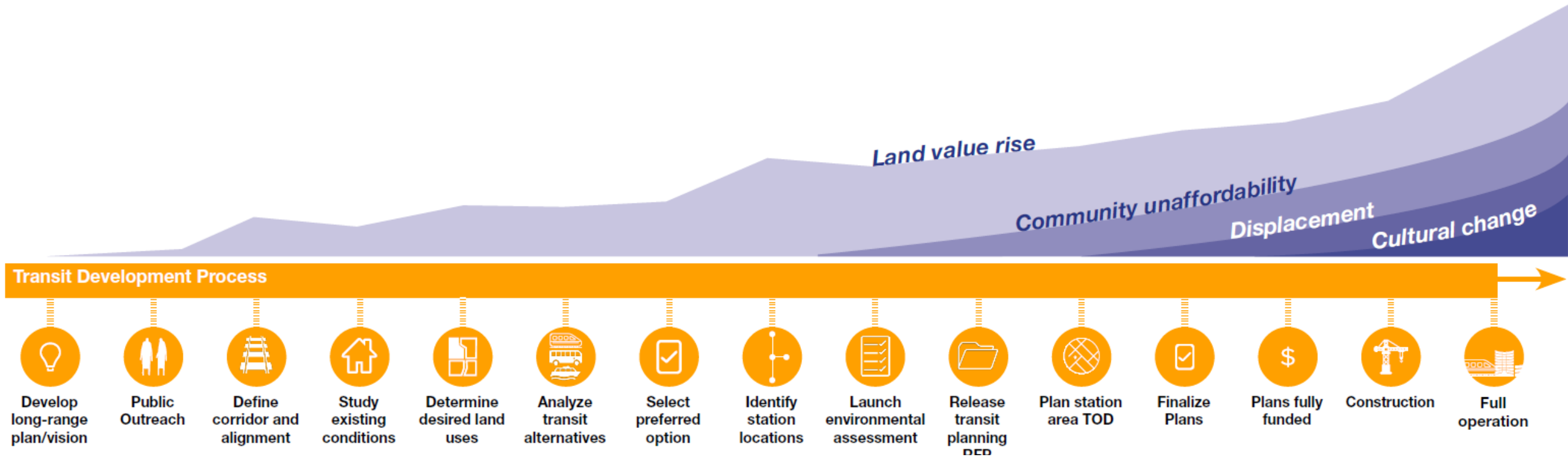
(2) Measures to protect businesses and cultural spaces

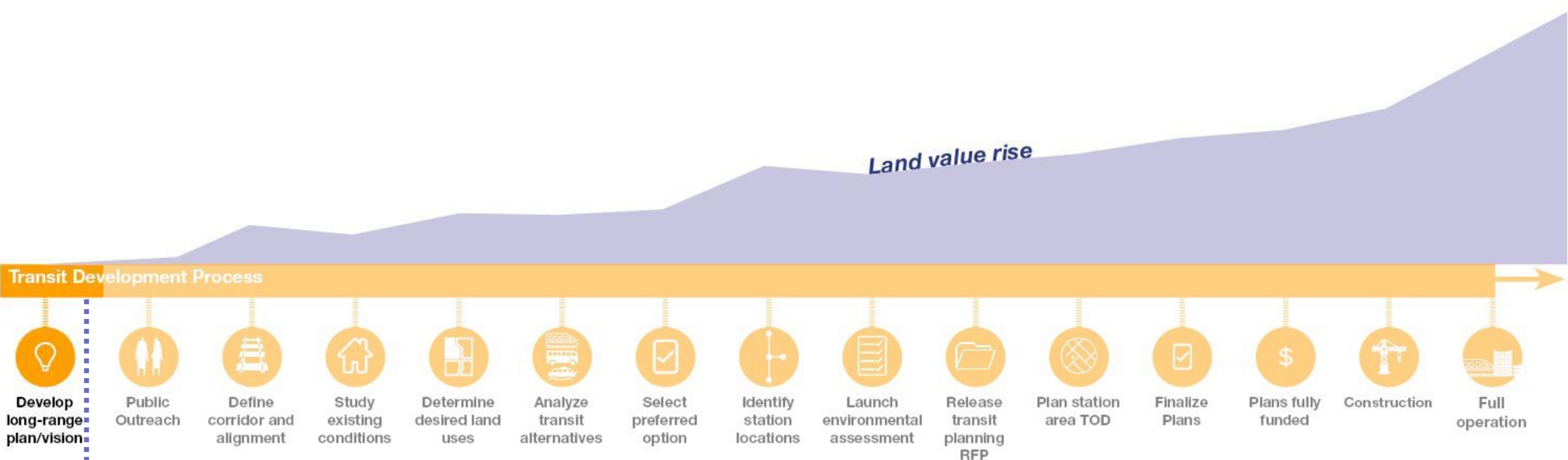


Development without Displacement



Timeline of Measures to Tackle Displacement





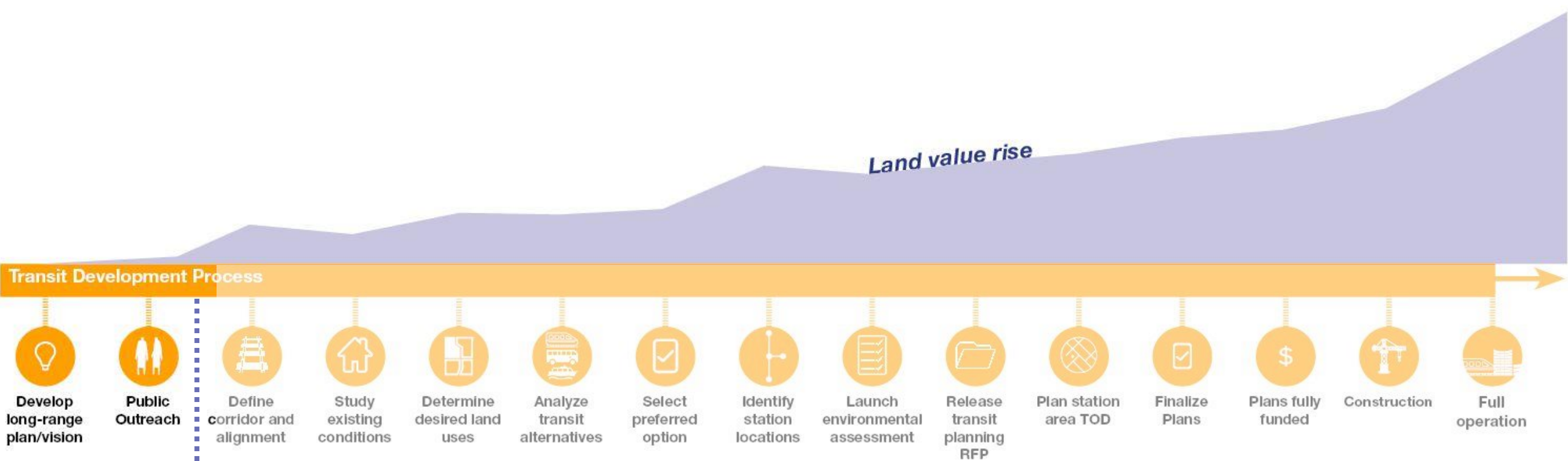
Community Land Trusts



Dedicate land stock to affordable housing measures



Who can act: Government, neighborhood, or nonprofit

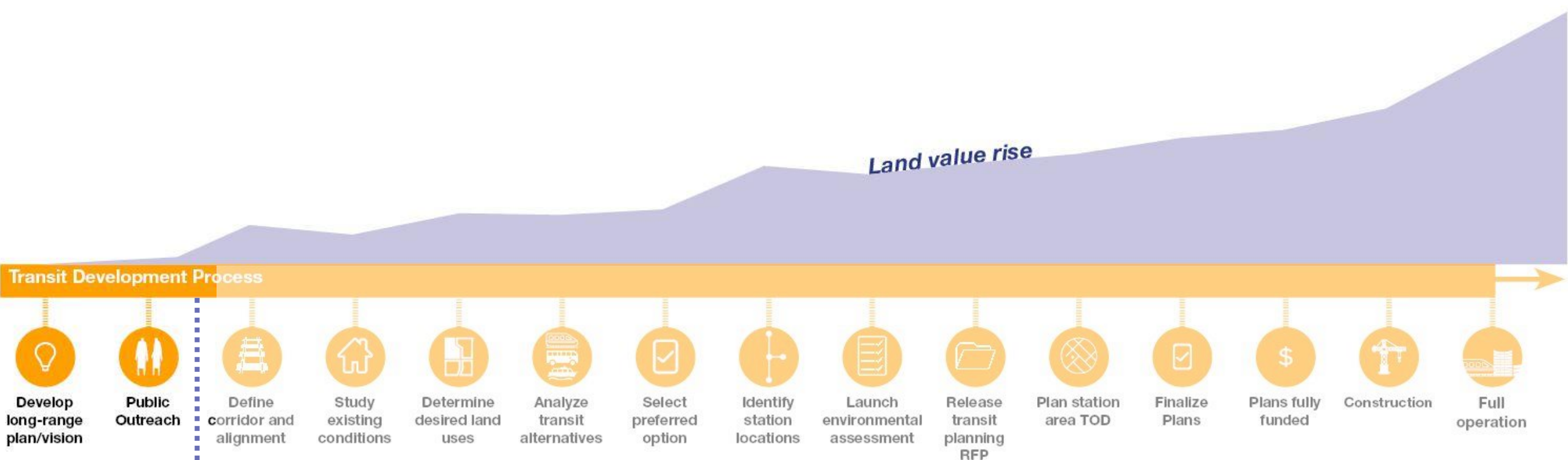


Rent Controls / Stabilization

Controls rental yields and establishes new legal rights for tenants



Who can act: City and State government



Commercial Zoning Regulations 

Zoning to protect small business, heritage, and cultural spaces



Who can act: City government and planning agencies

Transit Development Process



Just – Cause Eviction Ordinances

Create new legal rights for tenants, protect against evictions



Who can act: City and State government

Transit Development Process



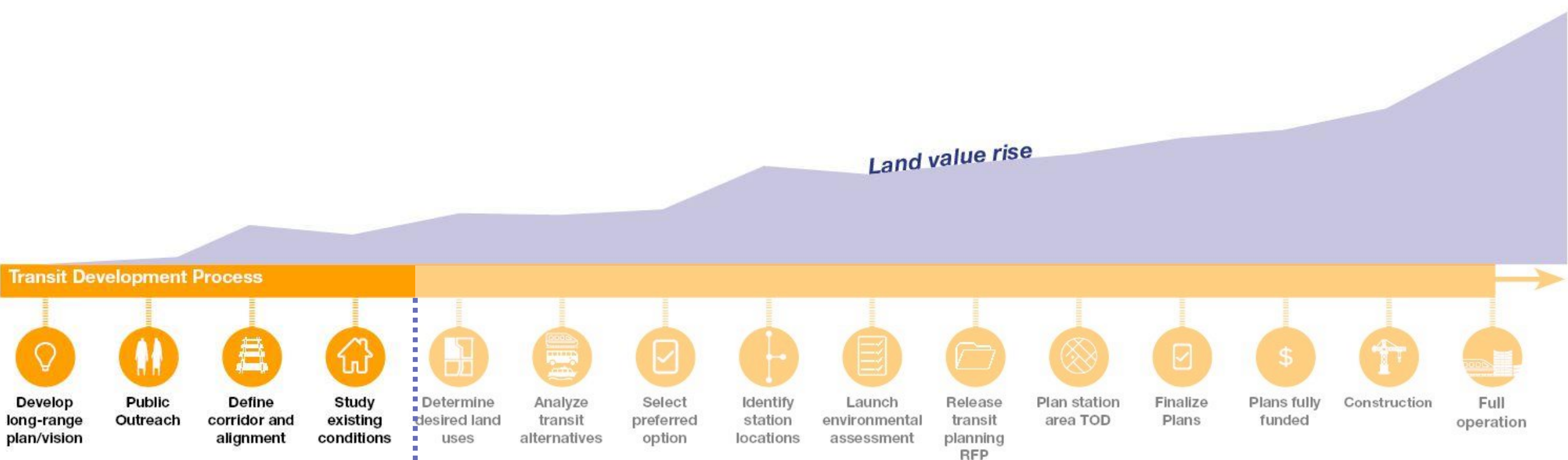
Allocated Arts and Culture Space



Allocate space for community cultural expression



Who can act: Government, nonprofits



Homeownership Protection Policies

Protection for homeowners combined with grants to support repairs and rehabilitation



Who can act: City, State, and Federal government

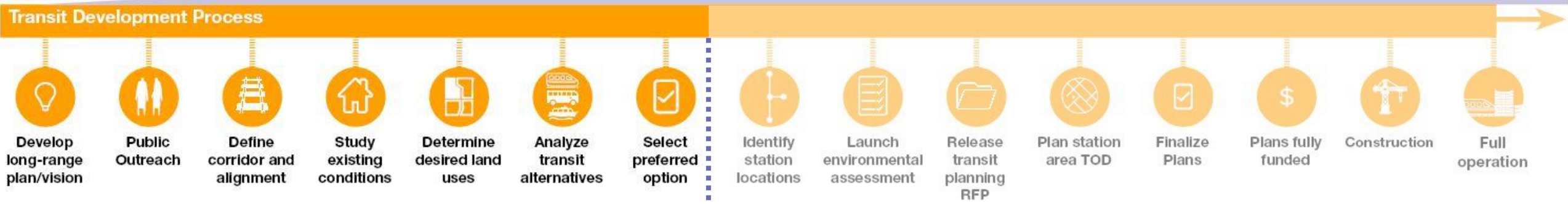


Linkage Fees

Impose charges on new development to support affordable housing

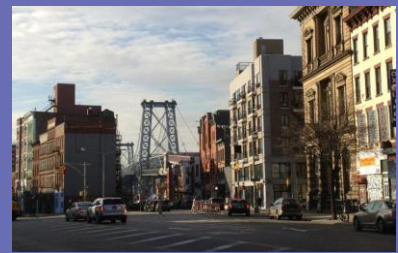
Who can act: City planning policy



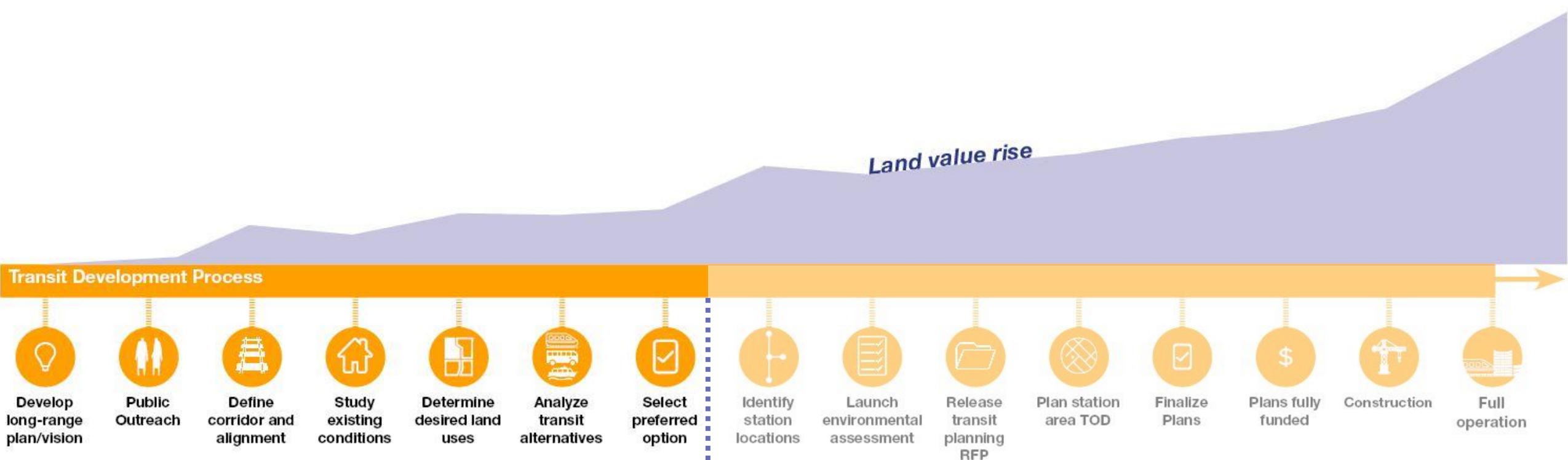


Inclusionary Zoning

Allow property incentives for developers who include affordable housing



Who can act: State or city planning policy



Lease-to-own programs

Provide assistance to commercial tenants who are not in a position to purchase the properties they occupy

Who can act: Local government, Federal government, private entities





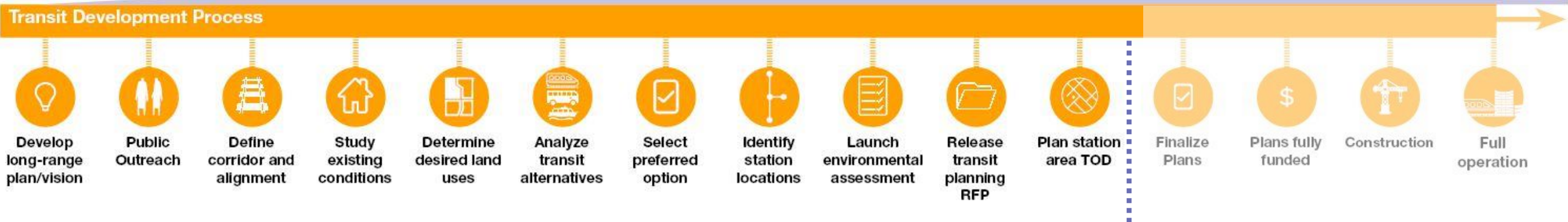
Community Benefits Agreements



Seeks agreement between government, developer and community group on proposed development

Who can act: Individual developments, neighborhood groups, or city-wide





Right-to-Stay



Existing residents must be provided with living options in same location if complex is being redeveloped



Who can act: Individual developments, City planning policy

Measures to Tackle Residential Displacement



Community Land Trusts

Dedicated government or NFP owned land stock for affordable housing creation



Inclusionary Zoning

Legislation granting developers additional floor space or height in exchange for inclusion of affordable housing



Just-Cause Eviction Ordinances

Legal rights for rental tenants, protection against unjust evictions



Community Benefits Agreement

Agreement between government, developers and the community on proposed development



Linkage Fees

Fees imposed on residential and/or commercial development



Right-to-Stay

Obligates developers to offer existing tenants new apartments at comparable rates in the new proposed building



Home Ownership Protection Policies

Financial assistance policies existing to support low-income home ownership



Rent Controls / Stabilization

Control rental yield through established legal rights mandating inflation on rental properties by real estate market

Measures to Tackle Commercial Displacement



Commercial Zoning Regulations

Zoning to protect small businesses, heritage, cultural spaces



Community Benefits Agreement

Agreement between government, developers, and the community on proposed development



Allocated Arts and Culture Space

Space and program designated to cultural and artistic expression in the local community fostered by city and developer support



Lease-to-Own Programs

Financial and technical assistance for commercial tenants who are not in a position to purchase the properties they occupy

If we *don't* plan for equity in transit...

Risks

- Increased cost of living and doing business
- Displacement of residents
- Low-income communities pushed further from opportunities
- Loss of existing ridership base

If we *don't* plan for equity in transit...

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If we *do* plan for equity in transit...

Opportunities

- Access to jobs and services for new and existing residents
- Security of tenure
- More even distribution of benefits across populations
- Preservation of businesses and community

Conclusions

- Recognizing gentrification displacement risks are real in the early stages of project development can allow for proponents at the regional, city and community level to take action to prevent it
- Policies and examples already exist for how this can be prevented
- Displacement can be managed and prevented if thoughtfulness and intention around this issue are a part of project development process



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