



Best Practices Report | equitable development and equity strategies

Housing Authority of the County of Sacramento

Sacramento, CA

2011 Community Challenge

<http://www.shra.org/>

Sacramento Area TOD Loan Fund developed new financing tool: Take STOC (Sacramento Transit Oriented Communities Fund)

7/16/2014

The Financing Equitable Transit-Oriented Communities in the Sacramento Region document is complete.

An excerpt from its Executive Summary: To encourage effective eTOD, the focus of any new financial tool should be to complement what already exists and remove financial barriers to development. To that end, the team conceived of and has worked with the Equitable TOD Collaborative to refine what a financial tool would be. The team concluded that the current needs and conditions of the Sacramento Region call for a development tool that combines specific planning as well as pre-development, infrastructure, remediation loan funds and/or a tool that would establish a credit-enhancing fund to complement existing acquisition financing for TOD. .

The primary goal of the Take STOC Fund is to catalyze the creation and preservation of truly affordable housing and community facilities near transit. A secondary goal for the Sacramento Area Equitable TOD Collaborative is to nurture the market trend of living near and using transit within the Sacramento Region. The Sacramento Area Equitable TOD Collaborative intends to cultivate this commitment to equitable development and transit usage by developing models of high quality, mixed income and transit oriented communities that inspire others to pursue similar development and planning goals. The capital that would be structured in Take STOC would have two parts – one that is a grant pool and another that would be an equity-like loan product. The latter would potentially be lent to developers at a modest level of interest, but otherwise taking the risk along with them.

http://www.shra.org/Portals/0/pdf/Redevelopment_CommunityRevitalization/CDBG/Take%20STOC%20Sacramento.pdf

Tags

affordable housing creation, equitable development, equity strategies, finance mechanisms, TOD

Denver Regional Council of Governments

Denver, CO

2011 Regional Planning

<https://drcog.org/planning-great-region/metro-vision>

Transit Alliance equity strategy

1/31/2014

The Transit Alliance planned and developed logistical details for corridor-specific Citizens' Academies and the Metro Vision Regional Citizens' Academy. Transit Alliance worked with DRCOG staff and other partners to develop a plan for incorporating equity in curriculum for all Citizens' Academies. Transit Alliance conducted marketing and outreach for the East and Gold

Corridor Citizens' Academies and the Metro Vision regional Citizens' Academy.

Tags

equity strategies

South Florida Regional Planning Council

Hollywood, FL

2010 Regional Planning

<http://seven50.org/>

SE Florida has unique equitable outreach efforts

1/31/2014

South Florida Regional Planning Council conducted a series of outreach meetings continued during the months of July – December 2013.

Continued outreach by RPCs staff and the project director to minority and underrepresented groups were a priority during this period. Outreach included a Haitian Summit, a millennial event, participation by the team in City-sponsored events such as parking-day, presence of Seven50 in the Climate Compact Summit and other partners organization conferences, highlight of the project in numerous conferences including Florida American Planning Association, Congress for the New Urbanism and Reconnecting America. Outreach efforts also extended to local churches and community groups who either specifically asked for information or who were interested in actively participating in the process.

Tags

equity strategies, public engagement strategies

Rockford Metropolitan Agency for Planning

Rockford, IL

<http://www.ourvitalsigns.com/>

2010 Regional Planning

Rockford, IL, Releases a State of Social Well-Being Report

3/1/2013

The Rockford Region's Vital Signs Initiative published a State of Social Well Being report recommending the Illinois region address high poverty levels, and, in particular, the concentration of poverty in certain neighborhoods, in order to remain competitive. Click here for more information.

<http://www.ourvitalsigns.com/>

<http://www.ourvitalsigns.com/about/socialreport.php>

<http://www.ourvitalsigns.com/about/news.php>

Tags

economic development, equity strategies

Montachusett Regional Planning Commission

Fitchburg, MA

<http://www.mrpc.org/>

2011 Community Challenge

Montachusett develops transit-centered planning effort to engage underrepresented communities

1/8/2014

The Montachusett RPC led an inclusive planning effort for their new Wachusett Station train station in Central Massachusetts. Their public input sessions engaged the public in ideas about how to plan for growth in the 2.5-mile radius around the station. Members of the public commented on the unique features of the area, how open space is needed, and how the plan should create the environment for people to want to visit the businesses around the station.

The National Association of Development Organizations (NADO) created a case study describing this TOD engagement.

<http://www.nado.org/the-wachusett-station-smart-growth-corridor-plan-a-case-study-on-engaging-underrepresented-communities/>

Tags

case studies, equity strategies, public engagement strategies, TOD

Metropolitan Council (MN)

St. Paul, MN

<http://www.corridorsofopportunity.org>

2010 Regional Planning

Corridors of Opportunity Community Engagement Team engages thousands of Twin Cities area residents to ensure that underrepresented communities are a powerful voice in creating an equitable regional transit system

The Corridors of Opportunity Community Engagement Team is led by the Alliance for Metropolitan Stability, the Minnesota Center for Neighborhood Organizing and Nexus Community Partners.

The CET's goal is to transform community engagement in the Twin Cities region so that all residents — particularly underrepresented and marginalized communities (low-income, communities of color, immigrant communities, persons with disabilities) — are empowered and equipped to participate in transitway planning. The CET manages a community engagement and outreach grant making process and has established a steering committee of community leaders whose goals are to ensure that underrepresented communities are a powerful voice in creating an equitable regional transit system.

Among other things, the Metropolitan Council dedicated \$750,000 of its HUD grant towards funding 17 community organizations in order to support community engagement of traditionally underrepresented populations in mostly low-income, largely minority neighborhoods that will be served by the new transit lines.

Tags

equity strategies, public engagement strategies

Metropolitan Council (MN)

St. Paul, MN

<http://www.corridorsofopportunity.org>

2010 Regional Planning

Twin Cities Highlights

3/20/2014

In the Twin Cities, The HUD grant funded three site-specific pre-development projects along the Green Line (Central Corridor) LRT that will result in over 400 new housing units, of which over 250 (or 62%) will be affordable. Each project is planning for a mix of uses, including green space and a total of at least 67,000 square feet of commercial space.

Energy Efficiency in Small Business the HUD Grant funded a demonstration project to engage small businesses, primarily food-related businesses owned by minority and immigrant entrepreneurs, to make energy efficiency improvements. Energy and other utility costs can threaten the viability of small businesses. The project engaged 40 business owners in just 9 months. A multidisciplinary, professional and culturally competent approach was used by partnering with two agencies – one a consulting firm with expertise in energy efficiency for food service businesses, and the other a trusted and culturally competent community development finance institute that empowers entrepreneurs and community partners to transform low income neighborhood economies from within.

SW LRT Planning Successes Three planning processes or studies were conducted along the SW LRT line, a 15-mile LRT line running from Minneapolis through 4 suburbs, which is in planning phases and expected to be completed in 2018:

A full inventory of housing was conducted as a first step in developing a corridor-wide housing strategy. The analysis provides a baseline inventory of housing and demographic and economic profile that will enhance local and regional housing goals and policies for cities and the county along this corridor

One city along the corridor created a plan and design for a vibrant, interactive pedestrian connection between the proposed Hopkins LRT station and historic downtown Hopkins, located several blocks away from the station. Nearly 50 residents participated in a design process to help formulate the plan.

Another planning process for key TOD opportunity sites focused on engaging the underrepresented East African immigrant community living in Eden Prairie near the terminus of the proposed light rail line. The City of Eden Prairie was particularly interested in getting input from the East African community, looking at development opportunities for local entrepreneurs and small businesses within walking distance of the future Town Center LRT station. A total of over 100 community members attended the four workshops.

Tags

affordable housing creation, equity strategies, private sector engagement, TOD, transportation choice

City of University City

University City, MO

<http://www.parkviewgardensvision.org/>

2010 Community Challenge

Exceptional TOD plan for the St. Louis region's first "car-optional" neighborhood

Defined by its sturdy brick apartments and graceful tree-line streets, University City's Parkview Gardens neighborhood is both the historic and cultural heart of University City and centrally located within the St. Louis metropolitan area. Bordered by one of the nation's great commercial streets—the Delmar Loop—and University City's historic civic center, the Parkview Gardens neighborhood is bounded on two sides by a vibrant shopping, entertainment, and cultural arts district.

However, pedestrian, bike and vehicular connections--both within the neighborhood and to outside destinations--are inadequate and deteriorating.

The goal of the Parkview Gardens Neighborhood Sustainable Development Plan is set the state for development that fully leverages the neighborhood's assets and results in the region's first "car-optional" neighborhood. The extensive and detailed plan attends to every important detail by analyzing a dozen different "neighborhood infrastructures," including the physical determinants of public health and safety; waste, recycling and utilities; blue/green infrastructure; public space; and mobility and transit infrastructure. When overlaid, these infrastructures paint a comprehensive, cross-cutting, and thoroughly interconnected picture of a healthier, more walkable, more accessible, and thriving future.

<http://www.parkviewgardensvision.org/about-project/about-project>

<http://www.parkviewgardensvision.org/sites/default/files/files/Parkview%20Gardens%20work%20plan%205-4-11.pdf>

Tags

equitable development, green infrastructure, neighborhood/downtown plan, public transit, TOD

Bernalillo County

Albuquerque, NM

<http://www.bridgeboulevard.com/>

2010 Community Challenge

Bernalillo County Begins Implementation of its Vision for the Busy Bridge Boulevard Corridor

3/10/2015

After unanimous approval of the Bridge Boulevard Corridor Redevelopment Plan in August 2014, funded by a joint HUD Challenge and DOT TIGER II grant, Bernalillo County is well on its way to implementing its vision for the corridor. The project received a New Mexico Main Street designation, helping to bring in additional funding, marketing and technical assistance opportunities to the corridor. The middle Rio Grande received an Urban Water designation, further raising the profile of this redevelopment project, and a State of New Mexico American Planning Association Innovation in Planning Award in Transportation was awarded to the County for the corridor redevelopment project. The County has projected with full implementation of the redevelopment plan it will attract nearly 100 new businesses along the corridor and 700 new jobs! The County is also pursuing a new TIF district for façade improvements along the corridor, new public/private partnerships, and has secured \$24 million in federal funding/local match programmed for FY16 and FY19 transportation improvement plan funds (TIP) to reconstruct the roadway with multi-modal facilities and streetscaping.

<http://www.bridgeboulevard.com/resources.html>

Tags

corridor plan, economic development, equitable development, implementation funding, implementation strategies, job creation, mixed-use development

City of Henderson on behalf of the SNRPC

Henderson, NV

2011 Regional Planning

<http://www.southernnevadastrong.org/>

Southern Nevada prepares Comprehensive Economic Development Strategy

7/25/2013

In the fall of 2012, Las Vegas Global Economic Alliance (LVGEA), the Nevada Governor's Office of Economic Development (GOED) and more than 300 community stakeholders from all over the region began work on a Comprehensive Economic Development Strategy (CEDS). The CEDS document includes demographic information, economic analyses, and information on the strategies and tactics that the LVGEA and its regional partners will use to develop new industry and diversify the economy in Southern Nevada. In writing this document, the community came together like never before to support economic development. The LVGEA and its community partners feel confident about the quality of the document and the goals contained within.

The Southern Nevada Comprehensive Economic Development Strategy was accepted by the U.S. Economic Development Administration in September of 2013, including the Regional CEDS, Regional Cluster Analysis, and Regional Economic Assessment. <http://www.lvgea.org/about/comprehensive-strategy/>

Tags

CEDS, equitable development, sector development

Regional Plan Association, Inc.

New York, NY

2010 Regional Planning

<http://www.sustainablenyct.org/>

NY/NJ Regional Plan Association publishes informative briefing paper for "Spatial Planning and Inequality"

2/23/2015

This 12 page briefing paper created by the Regional Plan Association defines social equity as the ideal condition where individuals of all incomes, races, ages and genders are afforded equal opportunities to live full, healthy, and productive lives regardless of starting point.

The goal of promoting social equity is implicit in RPA's objectives, and is to be incorporated in strategies and initiatives under development across eight program areas—housing, economic development, transportation, community design, energy, climate, parks and landscapes and financing and governance. The paper attempts to provide a framework for discussing how best to achieve this goal.

Headings include: How Spatial Planning Affects Inequality, How Does the (NY) Region Measure Up on Indicators of Inequality and Opportunity (with descriptive graphs and performance metrics), and Planning Strategies for Equity and Opportunity.

<http://library.rpa.org/temp/files/4RP-Whitepaper-Spatial-Planning-and-Inequality.pdf>

Tags

article, equitable development, equity strategies, performance metrics

County of Washington DBA Washington County

Hillsboro, OR

2010 Community Challenge

<http://www.co.washington.or.us/alohareedville>

Equity Case Studies surrounding urban growth boundary and the Community Workforce Agreement in Portland

8/12/2014

Metro is the directly elected regional government that serves more than 1.5 million residents in Clackamas, Multnomah and Washington counties and the 25 cities in the Portland region in Oregon. Perhaps Metro's most important role is to oversee the Portland metropolitan area's state mandated Urban Growth Boundary (UGB). When Metro created its 2040 Growth Concept Plan in 1994 it adopted a majority of the Coalition for a Livable Future's positions into the plan. The Coalition for a Livable Future (CLF) is made up of community based organizations with the recognition that interest groups could be more effective in influencing policy if they worked together. In 2000, CLF revisited its mission and focused on what they considered the 3-E's of sustainability: environment, economy, and equity, with an emphasis on equity. CLF decided to use GIS to examine "the geography of opportunity" in the Portland-Vancouver region and to deliver its findings in the form of a regional equity atlas. The Atlas' findings were used to promote regional dialogue focused on the issue of equity and to build the Coalition's Equity Action Plan. Future updates assessed equity conditions and progress toward an equitable region over time (Merrick, 2013). http://sustainablecommunitiesleadershipacademy.org/resource_files/documents/portland-community-workforce-agreement-case-study.pdf

The landmark Community Workforce Agreement (CWA) is designed to ensure that Clean Energy Works Portland, an energy efficiency retrofit pilot program, provides access to high-quality employment for the community members who need it most. The 29 signatories to the agreement represent community groups, labor unions, business, contractors, and environmental justice and faith-based organizations, as well as the City of Portland and the Oregon Energy Trust. In just five months, they reached agreement on a set of contracting, subcontracting, training and employment policies and standards designed to guide implementation of the workforce aspects of the city's retrofit pilot program and ensure that it delivers both social equity

and environmental sustainability. The result is a living document that while lacking the force of a legal contract, articulates a strong community vision, puts forth specific goals and standards for realizing it, and sets the stage for social equity to be a major focus when the program goes to scale.

<http://rim.metro-region.org/webdrawer/webdrawer.dll/webdrawer/rec/269850/view/Metro%20Council%20-%20Council%20Meeting%20Records%20-%20Meeting%20Packets%20-%20Council%20Work%20Session.PDF>

Tags

case studies, equity strategies, job creation, policy change

Shelby County Government

Memphis, TN; AR; MS

2011 Regional Planning

<http://www.midsouthgreenprint.org/>

Shelby created a strong 'Social Equity Memo for Consortium Members' including an introduction to social equity and framing it within the region

8/12/2014

Just as communities around the country are joining together to address economic competitiveness, housing, transportation, and quality of life issues on a regional level, incorporating "social equity" into such planning is taking on greater urgency. At the federal level, cross-agency initiatives such as the Partnership for Sustainable Communities are strongly encouraging grant recipients to move from good intentions to action in this regard. In the Mid-South area, federally funded planning efforts are incorporating unprecedented levels of community engagement, and organizations such as the Mid-South Peace and Justice Center, Livable Memphis, and the Fayette County Citizens for Progress are also advocating for system changes to increase citizens' ability to participate in and influence decision making.

In a nutshell, achieving social equity means that communities that are most impacted by future decisions are invited to participate in the planning process as a full partner in the decisionmaking. It is especially important to engage and involve community members that historically have not been adequately represented in planning, such as representatives of low-income, minority, and disability communities. All impacted community members should have equal ability to participate in planning, regardless of their race, age, income, ability, digital access, or other difference.

Social equity is not accomplished through community engagement and community partnerships, although those can be important tools. True social equity requires full participation in decision making. In addition, achieving social equity often requires capacity building for community members so their participation is meaningful and relevant, and they are an equal partner in decision making with other stakeholders and planning professionals. Education and capacity building can also benefit government planners and administrators, to provide them with tools to help grow their relationships with the public.

<http://www.midsouthgreenprint.org/fhea>

Tags

equitable development, equity strategies, FHEA, RAI

City Of Dallas

Dallas, TX

2010 Community Challenge

<http://dallastod.com/>

Affordable Housing Coming to Dallas Via Transit-Oriented Development in the Lancaster Corridor

3/30/2012

Lancaster funding from HUD section 108 loans. Lancaster Urban Village, which broke ground in March of this year, expects to open its first residential units in early 2013. The development, located in a southern Dallas census tract with median household income of \$23,500 and 18.4 percent unemployment, puts affordable housing and workforce development at the heart of its mission and vision.⁵ The Lancaster initiative is mindful and inclusive of the demographics of its neighborhood. About 59 percent of the residents in the TOD's census tract are black, and 40 percent are Latino. The poverty rate is 41 percent, nearly three times the national average.

<http://www.dallas-ecodev.org/redevelopment/neighborhood-initiatives/lancaster-corridor/>

<http://www.dallasfed.org/assets/documents/cd/bcp/2012/bcp1203.pdf>

Tags

article, equitable development, equity strategies

City of Richmond, VA

Richmond, VA

2010 Community Challenge

<http://hullstreet360.com/>

Richmond Engages Latino Community in Citylanning Activiteis and creates a Latino Merchants Association

5/23/2012

Richmond's Latino business owners, in conjunction with the city's Hispanic Liaison office, launched a new organization, the Merchants Club of Virginia, and the La Plaza Latino Market, a Saturday event serving Latin food, fruit, produce and crafts. Fueled by their 2010 HUD Community Challenge and DOT TIGER II Planning grants, Richmond is using this new venue, as well as churches, soccer games, and weekly mobile clinics, to better engage the Latino community in the City's neighborhood planning work.

<http://www.clubcmva.com/>

They used the City's Hispanic Liaison's office as an outreach arm and the business owners were in parallel creating a merchant's association for the Latino community. They also hired good consultants with a mind toward these issues and worked with LISC. Their outreach strategy involved ads in all 3 Spanish-language newspapers, phone trees, and tabling at community events. For more information, contact John Taylor. (John.W.Taylor@Richmondgov.com)

Tags

equity strategies, public engagement strategies, small business

City of Seattle

Seattle, WA

2011 Community Challenge

<http://www.seattle.gov/housing/Cornerstones/default.htm>

Seattle releases 2035 Equity Analysis Scenario Planning Document

5/4/2015

The linked document is an executive summary displaying alternative growth scenarios and the potential effects on equity in the Seattle region.

In May 2015, the Seattle Department of Planning and Development (DPD) released for public comment a Draft Environmental Impact Statement (EIS) on the Seattle 2035 Comprehensive Plan Update. This is a major milestone towards an update to the City's Comprehensive Plan which plots a 20-year vision and roadmap for Seattle's future growth and livability. The Draft EIS provides detailed information on various growth alternatives, their potential impacts to the environment, and proposed mitigation strategies.

http://www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2273983.pdf

Tags

equitable development, equity strategies, scenario planning

City of Seattle

Seattle, WA

2011 Community Challenge

<http://www.seattle.gov/housing/Cornerstones/default.htm>

City of Seattle develop guidelines for race and social equity issues in Seattle's Comprehensive Plan, publish 2 documents

10/30/2014

The Equitable Development Team has been hard at work implementing some of the PolicyLink recommendations to integrate race and social equity into the Comprehensive Plan. The work is focused on operationalizing the overarching EDI vision, "Together we can leverage our collective resources to create communities of opportunity for everyone, regardless of race or means". I'm writing to share with you the first preliminary product of this work.

To integrate equity into the goals and policies of each Comp Plan chapter, teams of policy staff, planners, and even some Change Team members met between September 18th-October 27th (see attached list of participants). They identified and analyzed equity issues related to each Element (also attached). The analysis resulted in a Racial Equity Statement for each Element that articulates a vision of racial equity in the year 2035. 10 of the 11 draft Equity Statements are attached (Parks needs more time) along with the ever-evolving list of equity issues. Each statement provides a Vision and Principles.

The equity issues identified and the statements produced serve two functions:

Provide guidance for the drafting of goals and policies.

Make the Plan more accessible to audiences desiring to analyze issues of race and social equity.

The Equitable Development Team is meeting on the 10th to debrief this process and look for common themes that cut across all the Elements. I've identified a few of them that I'll share with the team but want to give you a preview:

Proactive public investment focused on outcomes. Policies should articulate a proactive public investment strategy needed to ensure equitable outcomes in lower-income communities of color with greater needs. A public investment strategy that provides public amenities in response to market led growth will produce inequitable outcomes.

Assessment of impacts. Public investment and growth policies should provide guidance to assess and document the benefits and burdens on vulnerable populations

Creating goals to reduce disparities. There should be goals in each Element to reduce/eliminate racial disparities related to growth.

Inclusive community engagement. Community engagement policies should address the barriers to participation in the design, implementation and evaluation of policies and programs by communities of color, especially immigrants and refugees.

Cost of services. Policies related to access of services should account for the disproportionate cost burden of paying for City services on low-income households whom are disproportionately persons of color.

The statements themselves are still in draft (see attached). After conferring with the RSJI Team, the SOCR recommendations are:

Include each Vision in the introduction for each associated Element. Use formatting that makes a visually clear and strong impact.

Evolve the Principles into new goals and policies in each Element. This should be done in partnership with Change Teams.

Pull out the cross cutting themes and insert them into the Plan's introduction. Also, reflect each cross cutting issue in each Element as a policy statement tailored to that Element.

Next steps include:

Comp Plan staff and DPD leadership review of the statements.

Change Teams are comparing the statements against the current draft of the Comp Plan goals and policies.

This partnership between DPD and OCR has provided for a deep and meaningful analysis. The opportunity has increased the capacity of all involved to analyze policy with a racial equity lens. I hope the product is as helpful as the process.

<http://www.seattle.gov/dpd/cityplanning/completeprojectslist/comprehensiveplan/documents/default.htm>

City of Seattle Race and Social Justice Initiative: <http://www.seattle.gov/rsji>

Tags

equity strategies

City of Seattle

Seattle, WA

2011 Community Challenge

<http://www.seattle.gov/housing/Cornerstones/default.htm>

Seattle recognizes race and social equity as core values in development of Seattle 2035 Comprehensive Plan

4/1/2015

Seattle Mayor Ed Murray transmitted to the City Council a resolution to recognize the priority of race and social equity as one of the foundational core values on which the City of Seattle's Comprehensive Plan is built. This year the City is writing Seattle 2035, a major update to the City's Comprehensive Plan that will plot a 20-year vision and roadmap for Seattle's future growth. Seattle expects 120,000 new residents over the next 20 years.

The revision of the City's Comprehensive Plan is a chance for residents to discuss and decide where and how growth should be located in neighborhoods, as well as prioritize infrastructure investments, parks and other amenities that help neighborhoods function. Murray has emphasized that Seattle must be a city where all people can benefit from growth and development.

In 1994, Seattle was a national leader when it made social equity one of the four core values in the original Comprehensive Plan. This legislation will ensure Seattle continues to be a leader.

This proposed resolution would change how Seattle plans and grows by:

- Working toward a shared vision of race and social equity, and equitable development citywide;
- Incorporating new race and social equity goals and policies throughout the Comprehensive Plan;
- Analyzing the impacts of proposed growth strategies on the most vulnerable communities, and changing policies, programs and investments to help offset the impacts of the selected growth strategy;
- Closing racial and social disparities with capital and program investments;
- Creating, monitoring and reporting on equity measures; and
- Being more inclusive in the stewardship of the Comprehensive Plan.

<http://murray.seattle.gov/seattle-2035-growing-to-achieve-race-and-social-equity/#sthash.VJrnCAL7.dpbs>

Tags

city-wide plan, equity strategies

Puget Sound Regional Council

Seattle, WA

2010 Regional Planning

<http://www.psrc.org/growth/growing-transit-communities/>

Governor Inslee announces winners of 2014 Governor's Smart Communities Awards, including the Puget Sound Regional Council

5/29/2014

Sixteen cities, five counties, two ports and one school district receive awards for smart growth planning

OLYMPIA – Governor Jay Inslee today announced winners of the 2014 Smart Communities Awards. Now in its ninth year, the program recognizes achievements by local leaders who promote smart growth planning and projects that contribute to quality of life in Washington state.

"These projects help create and sustain a thriving economic climate and strengthen our ability to lead in the global economy," said Gov. Inslee.

"Washington is a great state in which to live and do business thanks to these examples of leadership and innovation in community planning and development."

2014 Smart Communities Award winners are:

...

The Puget Sound Regional Council and the Growing Transit Communities Partnership for its strategy to attract growth and provide more housing choices near transit and improve equitable access to economic opportunity

<http://www.governor.wa.gov/news/releases/article.aspx?id=271>

Tags

award, equitable development, housing plan, TOD, transportation choice

Puget Sound Regional Council

Seattle, WA

2010 Regional Planning

<http://www.psrc.org/growth/growing-transit-communities/>

PSRC completed 36 subgrants surrounding equitable development.

1/31/2014

Completion of all four rounds of Community Equity Grants awarded in the GTC project, including profiles of all 36 grant projects, a summary report on outcomes, and two videos exploring what equitable development means in our region.

Through June 2013, four rounds of community equity grants totaling over \$420,000 were awarded to community-based organizations to conduct 36 projects to provide resources to organize and increase participation of historically underrepresented communities and give voice to community priorities. All four grant cohorts have completed their work. Grant project profiles, and a summary report have been completed. The Regional Equity Network conducted a Puget Sound Equity Summit to bring together all grantees with other regional stakeholders, which was held in Seattle November 8-9, 2013. Two videos describing regional equity issues and one video documenting the Puget Sound Equity Summit have been completed.

A foundational component of the Program is to form and staff a regional Equity Network charged with actively including diverse and traditionally underrepresented populations who can directly contribute to ongoing decision-making and implementing strategies in VISION 2040. These underrepresented communities were directly represented on the project's administrative committees, task forces and working groups, and sub-grants will be made to community organizations to ensure they have an active opportunity to be part of the work.

<http://www.impactcapital.org/HUD-awards-5-million-to-Puget-Sound-region.html>

http://www.psrc.org/assets/6487/GTC_MOU_Attachment_A_Consortium_Structure_Final_June_1_2011.pdf

Tags

equitable development, subgrants

Puget Sound Regional Council

Seattle, WA

2010 Regional Planning

<http://www.psrc.org/growth/growing-transit-communities/>

City Commits \$1 Million to Regional Affordable Housing Fund, Explores Backyard Cottage Expansion

9/30/2014

In September 2014, the Seattle City Council unanimously approved a resolution committing to allocate \$1 million toward a regional fund to expand affordable housing near light rail and transit stations, and also requested the Department of Planning & Development (DPD) to explore the expansion of backyard cottages and mother-in-law units. These efforts are part of the Council's and Mayor's ongoing work to expand the availability of affordable housing at all income levels.

The regional fund will be used to purchase properties near light rail and high capacity transit stations while the land is still reasonably affordable. The land will be preserved for future higher-density, mixed-use affordable housing development. Money from the fund can also be used to preserve and rehabilitate selected existing affordable housing buildings that are near transit stops and at high risk of being converted to market rate housing. This fund—referred to as the Regional Equitable Development Initiative (REDI) Fund—is a regional collaboration of public, private and non-profit stakeholders being led by Puget Sound Regional Council as a part of its Growing Transit Communities initiative.

"By buying properties near light rail now, we can ensure greater affordability near transit in the future and help prevent displacement when those land values eventually increase when light rail comes online. Transit-oriented development also means easier commutes and less congestion as well as more vibrant, walkable neighborhoods," said Councilmember Mike O'Brien. "By exploring how to create more backyard cottages and mother-in-laws, we are looking for market-oriented solutions to provide more housing at all levels of affordability."

City Council also requested that DPD develop a report on regulations regarding accessory dwelling units (ADUs or "mother-in-law" units) and detached accessory dwelling units (DADUs or "backyard cottages"). The report would provide analysis of possible new policies or programs that could be implemented to make accessory dwelling units easier to build, including pre-approved, pre-fabricated designs to streamline permitting, incentives like waiving of permit fees for affordable units, reviewing parking and owner-occupancy requirements and more.

The report will inform the work of the Seattle Housing Affordability and Livability Advisory Committee and is due to the group by March 15, 2015.

article: <http://council.seattle.gov/2014/09/30/city-commits-1-million-to-regional-affordable-housing-fund-explores-backyard-cottage-expansion-2/>

Resolution: <http://clerk.seattle.gov/~scripts/nph-brs.exe?s1=&s3=31547&s2=&s4=&Sect4=AND&l=20&Sect5=RESNY&Sect6=HITOFF&d=RESF&p=1&u=%2F~public%2Fresny.htm&r=1&f=G>

Tags

affordable housing preservation, equitable development, implementation funding, policy change, TOD

Puget Sound Regional Council

Seattle, WA

2010 Regional Planning

<http://www.psrc.org/growth/growing-transit-communities/>

PSRC created and staffed a Regional Equity Network to encourage underrepresented groups to participate

1/31/2014

A central element of the Growing Transit Communities work program has been to create and staff a Regional Equity Network to increase participation of historically underrepresented communities in regional planning activities, build local capacity, and give voice to community priorities.

The Regional Equity Network has been directly resourced by grant funds through two contracts with Impact Capital, a sub-recipient and project partner. One contract, in the amount of \$290,000, was used to fund a staff position at Impact Capital, the Equity Network Manager, to coordinate the development of the Regional Equity Network and to administer a community equity grant program.

<http://pugetsoundequity.org/>

<http://www.psrc.org/growth/growing-transit-communities/regional-equity/>

<http://www.psrc.org/about/advisory/gtc-committees/equity-net-sc>

Tags

equity strategies, governance structures, public engagement strategies

Capital Area Regional Planning Commission

Madison, WI

2010 Regional Planning

<http://www.capitalarearpc.org/grant.html>

Madison, WI COG conducted a subgranting program awarding 6 grants totaling \$70,000 for low-income communities

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The Capital Area Regional Planning Commission (CARPC) conducted a Community Building Grant Program (CBGP) in 2012-2014 as a component of its Sustainable Communities Regional Planning Grant. The CBGP awarded six grants totaling \$70,000 for projects in low-income and communities of color in the Madison Wisconsin region. The purpose of the grants was to:

- 1) increase community capacity;
- 2) increase resident participation; and
- 3) connect community projects on a regional level to advance equity.

Overall, grant projects achieved goals 1 and 2 above. Four projects provided direct training and employment to residents on leadership and organizing around energy, food and other issues identified as important by residents. Two projects built social capital through placemaking and community events.

The CBG program was less successful in achieving the third goal "connect community-building activities regionally to increase equity and inclusion in planning, decision-making and their outcomes." Resident participants prioritized local objectives. Yet, regional decision-making remains an important force in shaping access to opportunity across the region, as highlighted in a recent study of expansion of Verona Road (discussed below). Heightened awareness of, and organizing around, racial disparities presents the opportunity to build towards a coordinated voice in city and regional level decision-making.

<http://www.capitalregionscrpg.org/?p=1683>

<http://www.capitalregionscrpg.org/blog/wp-content/uploads/2014/06/Summary-Report-Community-Building-Grants.pdf>

Tags

equity strategies, subgrants