

**TOD 101**  
**TOD University 2013**

Slide #	Content	Script
1	Welcome	<ul style="list-style-type: none"> <li>Welcome to the “TOD University.” As you come in and sit down, please grab a few sticky notes and answer the questions on the wall (see TOD 101 Exercise 1 Instructions: “The Good, Bad, and Ugly”)</li> </ul>
2	Title page  <b>Exercise:</b> The Good, Bad, and Ugly  Please see exercise instructions labeled TOD 101 Exercise 1 Instructions	<ul style="list-style-type: none"> <li>Welcome</li> <li>(Click) credit Enterprise, HUD, RA, Move LA &amp; SAJE</li> <li>Let’s start by taking a look at our own neighborhoods and thinking about them a bit:</li> <li>What do we love about our neighborhoods that we don’t want to change?</li> <li>What are the things we really do want to change?</li> <li>And what kinds of places do we want to leave for our kids? What is our big dream?</li> </ul>
3	TOD University Overview	<p><b>Customize slide 3 for the modules to be covered.</b></p> <p>We are here today to talk about:</p> <ul style="list-style-type: none"> <li>Making the most of our transit (both existing and new)</li> <li>Getting benefits for our community</li> <li>Avoiding things we don’t want</li> </ul> <p>We will spend the next hour or so getting acquainted with the concepts of “transit oriented districts” because this is something we hear a lot about in our city.</p> <p>We’ll go through some exercises like the one we just did, to think about our own communities.</p> <p>Then you can pick to get more detailed from one of the topics listed up here.</p>
4	Let’s Recap	<p>Let’s recap what we did when we came in:</p> <ul style="list-style-type: none"> <li>(Facilitator: Group sticky notes by different themes: more parks, more housing, new stores, etc)</li> <li><i>Review some of the major themes that are in the sticky notes. Identify the big issues that keep floating to the surface. Acknowledge some of the other changes or big dreams people have mentioned.</i></li> </ul>
5	Pop Quiz: Who Has the Highest Bus Ridership	<p>Since we’re here to talk about transit-oriented districts, let’s start by thinking about our transit. We thought we would start with a pop quiz to see what you all think about transit in your city.</p> <p>Let’s start with this question: of Chicago, San Francisco, and Los Angeles, who do you think has the highest bus ridership?</p>
6	Pop Quiz	<ul style="list-style-type: none"> <li>Lets look at Chicago’s ridership.</li> <li>(Click) and San Francisco’s.</li> <li>Now Los Angeles - (Click) Los Angeles Metro buses even beat</li> </ul>

		<p>the Chicago bus network in the number of trips taken each year.</p> <ul style="list-style-type: none"> <li>• We take the bus a million times a day!</li> <li>• So this means we have a lot of neighbors and workers that rely on public transportation.</li> </ul>
7	Our Transit System	<ul style="list-style-type: none"> <li>• This map shows all of our Metro bus lines (county buses – not the city of LA buses), and how often they run. How many of you take the bus regularly?</li> <li>• If you do, then you know that the more often it runs the more convenient and pleasant it is to ride. This map shows how often different Metro bus lines in the city run. Yellow and orange represent high frequency bus lines (every 10-15 minutes).</li> <li>• <b>(Click)</b> Downtown, South LA, Hollywood, and East LA do pretty well - these buses run at least every 15 minutes. By national standards this is considered a “high quality” service.</li> <li>• <b>(Click)</b> Other parts of the city like areas near the airport and the Valley have less frequent service with buses running every half hour or more in some cases.</li> </ul> <p>Pause the presentation here to discuss the bus and transit systems available in the neighborhood of focus for this presentation.</p> <ul style="list-style-type: none"> <li>• And our city has lots of different kinds of transit: light rail like the Gold Line, subways like the Red Line, BRT like the Orange Line in the valley, and rapid and local buses. And each kind of transit serves a different purpose and connects different things.</li> </ul>
8	More Transit is Coming	<ul style="list-style-type: none"> <li>• The transit system is going to get even larger, with a lot more transit lines being added.</li> <li>• In particular our city is getting 5 new rail lines and over 40 new stations. The red dots show where new transit is happening.</li> <li>• And this could happen quickly. It’s currently scheduled to happen over a 30 year time period but could be built in just 10.</li> <li>• The Crenshaw line will be built in the next 6 years, and is expected to open in 2018.</li> </ul>
9	What is the Big Deal about Rail?	<ul style="list-style-type: none"> <li>• If the neighborhood is already very transit rich with buses. What’s the big deal about this new rail line? <b>(Click)</b></li> <li>• Tracks can change things. Transit investment can attract attention to the neighborhood.</li> <li>• When you can see the tracks in the road, and know where they go, more people who haven’t used transit in the past might use this.</li> <li>• The train will also be kept out of traffic which will speed us along.</li> <li>• And developers and owners view tracks differently. Have any of you heard stories in your neighborhood about building owners just waiting for the train to come so they can “cash out?” So we need to be thinking about what change this might bring, and</li> </ul>

		what we want and don't want with it.
10	Transit Oriented Districts Are...	<ul style="list-style-type: none"> <li>The City is creating plans and visions for the neighborhoods near these neighborhoods near transit too, so they can prepare for the changes that might come. We will be hearing a lot about "TOD" or "transit oriented districts." So we want to break down what this means and how it might involve you.</li> </ul>
11	Transit Oriented Districts Are...Neighborhoods with Transportation Choices	<ul style="list-style-type: none"> <li>The idea behind "TOD" is to get people out of their cars by offering transportation choices: walking around the neighborhood, biking to the station, taking buses and trains.</li> <li>We need new sidewalks, cross walks, bike lanes, bus shelters, and other investments to help this along</li> </ul>
12	Transit Oriented Districts Are...where you can get what you need when you need it.	<ul style="list-style-type: none"> <li>We also need to be able to get to our daily needs without a car.</li> <li>This means we need grocery stores, daycares, banks, parks, and other places we go every day within walking or biking distance of us. So the kinds of businesses we see in our storefronts matter.</li> </ul>
13	Transit Oriented Districts Are...easy access to many job opportunities	<ul style="list-style-type: none"> <li>And we need to get to job opportunities. We need to access as many jobs as we can so we have choices and can improve our economic situation. These jobs won't necessarily be in our neighborhood but should be accessible by transit if they aren't.</li> <li>If our jobs are far away, we need to be able to get to them fast and easily. So our transit lines have to hook up with those job centers and if we work far away we'll appreciate not having to sit in traffic.</li> </ul>
14	What Neighborhoods are TOD to You?	<ul style="list-style-type: none"> <li>Given the way we've described transit-oriented districts: sidewalks and streets where we can walk, bike, take the bus, take the rail; getting our daily needs within convenient walking distance; and ensuring our job opportunities are accessible; can you identify places in LA that bring these pieces together? What do you think of that has some of these features?</li> <li>(STOP AND ASK AUDIENCE AND DISCUSS)</li> </ul>
15	"I'm a TOD": Koreatown (the good)	<ul style="list-style-type: none"> <li>Let's look at some TOD's in LA.</li> <li><u>Koreatown</u> is on the Purple Line – at the Wilshire Vermont/Wilshire Western stations.</li> <li>A lot of new development since 2000.</li> <li>Very walkable, property values are higher, investment has changed the feel of the neighborhood</li> <li>More small businesses.</li> <li>Easy to walk, so health benefits too.</li> </ul>
16	"I'm a TOD": Koreatown (the bad)	<ul style="list-style-type: none"> <li>But there are tradeoffs as well.</li> <li>Very little of that new development included affordable housing, despite the best efforts of local community groups.</li> <li>Major growth in property values</li> <li>There are concerns that some existing residents might have been pushed out as property values went up.</li> </ul>
17	"I'm a TOD": Boyle Heights (the good)	<ul style="list-style-type: none"> <li><u>Boyle Heights</u> is on the Gold Line extension, and the line only opened a few years ago.</li> </ul>

		<ul style="list-style-type: none"> <li>• Even before Gold Line came, this was a very transit rich, walkable neighborhood</li> <li>• Lots of small shopping areas</li> <li>• “Once a TOD, always a TOD” – this was a streetcar neighborhood early on</li> </ul>
18	“I’m a TOD”: Boyle Heights (the bad)	<ul style="list-style-type: none"> <li>• We’ve heard stories about rents rising, renters being kicked out</li> <li>• Even concern about existing businesses getting pushed out as rents rise</li> <li>• For decades, freeways have really cut off neighborhood making it hard to walk around.</li> </ul>
19	How could it work?	<ul style="list-style-type: none"> <li>• Now that we’ve looked at <u>what</u> a TOD is, let’s look at <u>how</u> it happens.</li> <li>• Do you recognize this street? It looks like a lot of streets in LA, but it’s actually Colfax Ave in Denver.</li> <li>• How do take a street like this and make a much friendlier place to walk, bike and hang out? <b>(Click)</b></li> <li>• This image is showing the same street, but with some key changes. Note that the Jeep is in both pictures.</li> </ul>
20	Which do you prefer?	<ul style="list-style-type: none"> <li>• Let’s pretend that on our lunch break we have a little time to get out of this room. I’d like to invite you to come with me to the corner pictured on top, and one of our small group facilitators is inviting you to go to the corner pictured on the bottom. Please raise your hand if you want to go with me...</li> <li>• What these slides do for me is to help me imagine how to make my neighborhood a better, more walkable place.</li> </ul>
21	<b>Exercise:</b> What do you like about this? What <i>don’t</i> you like? Please see exercise instructions labeled TOD 101 Exercise 2 Instructions	<ul style="list-style-type: none"> <li>• PAUSE PRESENTATION – Hand out sheets with existing street at top, envisioned at bottom.</li> </ul>
22	Taking a Closer Look	<ul style="list-style-type: none"> <li>• Some of the issues you’ve identified can help us figure out how to create a vision for our own places</li> <li>• Let’s pick apart the steps to go from the top image to the bottom image:               <ul style="list-style-type: none"> <li>○ <b>(Click)</b> unattractive area with parking lots</li> <li>○ <b>(Click)</b> Wide streets designed to move cars</li> <li>○ <b>(Click)</b> Narrow, un-shaded sidewalks</li> <li>○ <b>(Click)</b> Unsafe and unfriendly to pedestrians</li> </ul> </li> </ul>
23	Step 1: New Development	<ul style="list-style-type: none"> <li>• The photo simulation to help us imagine the steps in a process that takes years.</li> <li>• <b>(Click)</b> New four or five story building on the parking lot. Now there are a lot of reasons to come to this corner</li> <li>• <b>(Click)</b> Ground level shops, restaurants, etc</li> <li>• <b>(Click)</b> Either apartments or offices</li> </ul>

24	Step 2: Think About Pedestrians and Bicyclists	<ul style="list-style-type: none"> <li>• What are ways that this street can become more inviting to pedestrians? <ul style="list-style-type: none"> <li>○ <b>(Click)</b> Wider sidewalks, crosswalks in the street</li> <li>○ <b>(Click)</b> attractive, tree lined streets with lighting</li> <li>○ <b>(Click)</b> slower traffic is safer for pedestrians</li> </ul> </li> </ul>
25	Step 3: Make the Community Vibrant	<ul style="list-style-type: none"> <li>• <b>(Click)</b> Here we see more buildings being added in and reinvestment in some of our existing spaces.</li> <li>• <b>(Click)</b> Over time the streets become vibrant, safe places to walk and bike, with lots to do, while keeping homes and businesses.</li> </ul>
26	Step 4: Make the Community Affordable	<ul style="list-style-type: none"> <li>• Meanwhile as this change is happening, measures must be included to ensure the people living in the community already are not displaced, and existing or new businesses offer economic opportunities for local workers. This is not so much a physical change as a social and political one.</li> </ul>
27	Step 1: New Development	<ul style="list-style-type: none"> <li>• Let's go back and do a quick look at some of the people involved in this, and the initiatives that make these things happen:</li> <li>• Who are the agencies involved in making this happen? The city planning department, the building department.</li> <li>• There are lots of processes that will take place to make this happen, and you can influence these. Some of these include station area planning, which the planning department is embarking upon right now.</li> <li>• We'll talk more about New Development in the Planning Literacy Module, if you want to delve into this issue.</li> </ul>
28	Step 2: Think about people walking and biking	<ul style="list-style-type: none"> <li>• The city department of transportation builds our bike lanes and updates our streets.</li> <li>• They apply for funding for projects from lots of sources including the state and Metro. They have a bike plan that identifies hundreds of miles of new bike lanes, but the ones they prioritize each year come from pressure from city council members and from their capital improvement plan.</li> <li>• We'll talk more about Pedestrians and Bicyclists in our Complete Streets Module</li> </ul>
29	Step 3: Make the Community Vibrant	<ul style="list-style-type: none"> <li>• The other details – new development, safe streets, vibrant businesses, are a bit more challenging to implement.</li> <li>• Many of these things will fall to us to make happen.</li> <li>• Nonprofits, developers, businesses, and property owners who can improve storefronts, attract different types of businesses, and keep our streets feeling safe. For example, there is a local "business improvement district" in Leimert Park Village that can play a role in keeping the business districts vibrant. We'll talk more about making the community vibrant in our Economic Development Module.</li> </ul>
30	Step 4: Make the Community Affordable	<ul style="list-style-type: none"> <li>• We have to work with the planning department, the housing department, property owners, and affordable housing</li> </ul>

		<p>developers to ensure displacement of community residents doesn't occur...</p> <ul style="list-style-type: none"> <li>• We have Rent Stabilization Ordinance, Inspection tools, regulations, new affordable housing development to support us.</li> <li>• We'll talk more about these tools in the Housing Production and Preservation Module.</li> </ul>
31	Hold the Vision	<ul style="list-style-type: none"> <li>• Now that we've reviewed our ingredients, let's think about how they fit together.</li> <li>• As time passes we will have different windows of opportunity</li> <li>• The bottom line is that this is not an easy process, and different tools achieve different things. It could take decades to make sure we've preserved what we want to preserve, and improved what we want improved.</li> <li>• Today we can buy the flour</li> <li>• Tomorrow the eggs</li> <li>• But making sure we never lose sight of the recipe is important to be sure we end up with an end result that we all want.</li> <li>• With that, we'll stop for questions before moving into our smaller group discussions on different topics.</li> </ul>
32	Thank You!	The End.