Sometimes the value of economic development isn’t just in what’s being built; it’s about how and where. People need to be able to get from home to work, school, shopping and other services efficiently and affordably. And low-income communities in particular need smart plans that revive their economic prospects without pushing long-time residents out of the neighborhood.

Transit-oriented development (TOD) accomplishes both. On its face, the concept is simple: we can build near subway, rail and bus lines to better connect people and places to each other. TOD attracts businesses and jobs, maximizes existing infrastructure and capitalizes on new investments. It makes communities of all economic strata more vibrant.

LISC has been working on TOD the same way we do everything else—with a comprehensive view of healthy communities that taps the creativity of people in the neighborhood. We bring together public and private partners to listen, plan, fund, build and educate communities about how to make TOD pay off—both for residents and neighborhoods.

Over the last few years, LISC has invested $222 million in efforts like these. The projects are as varied as the places where they are built. But they share the groundwork laid by LISC’s three decades of work in communities. It’s all part of our clear focus on helping people build safer, healthier, more prosperous futures.

**LISC has invested $222 million in TOD projects.**

**This investment has leveraged over $1 billion in total development.**

**That included 3,822 new homes and apartments.**

**These TOD investments generated 942,800 square feet of retail and community facilities.**
The Fairmount commuter rail corridor has been the focus of extensive development activity in recent years with new affordable housing and new businesses that are creating jobs and boosting quality of life.

In Dorchester, LISC partner Codman Square Neighborhood Development Corporation (CSNDC) purchased the old AB&W industrial site in 2007, just a block away from the Four Corners rail stop, which was then still on the drawing board. CSNDC cleaned up contaminated land, preserved the building’s historic façade, and built 24 new affordable co-op apartments as well as commercial space that faces a public plaza on Washington Street. Thanks in part to grants, loans and Low Income Housing Tax Credit equity through LISC and its affiliates, the once-contaminated lot is now a vibrant 67,000 square foot treasure that includes the Erick Jean Center for the Arts, offering a variety of workshops on dance and theater, along with gallery space for local artists. And it is home to City Fresh Foods, a catering service that hires from within the surrounding low-income community.

Expanding public transit laid the groundwork for this development, which connects to other projects and programs throughout the community.

The extension of L.A.’s Metro Gold Line has made it easier for residents of Boyle Heights to get downtown and has drawn in new patrons to the area’s many ethnic restaurants.

Connecting a community to jobs, schools and entertainment beyond its borders is a victory to be sure. But that’s only half the picture. We know these projects must also lift neighborhoods from within.

That’s why LISC continues to double down on its $45 million in existing TOD investments in L.A.

That includes projects like the Boyle Hotel Apartments. First opened in 1889, the aging neighborhood landmark is today a bustling mixed-use building that serves as the community's social center. LISC invested nearly one half of the capital needed for the $24.6 million renovation, which included construction of an adjacent apartment building.

Boyle Hotel is important because it balances the neighborhood’s need for good housing, retail and jobs. It is located directly across from the Mariachi Plaza rail station and offers 51 affordable homes, a cultural center and more than 4,000 square feet of retail space. It is a project focused on making life better.
A MESSAGE FROM
RICHARD MANSON
LISC PROGRAM VICE PRESIDENT

“The energy that surrounds TOD sometimes makes it feel like a dynamic new initiative. In fact, it has been an important part of LISC’s work to revitalize low-income communities for decades. In places starved for new opportunities, mass transit is an asset to be leveraged. And its expansion is a powerful economic stimulus for entire regions.

Certainly, TOD is no panacea for poverty. But it lays an important foundation for growth. It extends the reach of people living in dense urban areas so they can tap emerging job centers. And it connects suburbs and exurbs isolated by the sprawl of distance and drive times. In the process, long-overlooked neighborhoods enjoy an infusion of investment capital that makes them safer, healthier and stronger.”

PHOENIX
ENCORE ON 1ST

Transit-oriented development is central to much of LISC’s work in the Phoenix area. It helps reconnect communities distanced by sprawl and create new housing and employment opportunities, especially in disinvested areas.

To advance those efforts, LISC’s $10 million Sustainable Communities Fund is helping build and preserve affordable housing and fuel commercial development along the region’s light rail line. In the Fund’s first two years, LISC has supported projects that have already developed 400 affordable homes and apartments—projects like Encore on 1st.

Located just a few blocks from the downtown light rail station at Center and Main, Encore is a five-story, 81-unit housing development for low-income seniors that was completed with $375,000 in predevelopment support from LISC. It’s the first residential project built in downtown Mesa in 25 years and the first to take advantage of new city zoning codes that support transit-oriented development. It has leveraged an additional $53 million in public and private investments for this area.

PHILADELPHIA
PASEO VERDE

Twenty years ago, a remarkable partnership between LISC and the Asociación Puertorriqueños en Marcha (APM) began to take shape in Philadelphia’s Eastern North neighborhood. Since 1981, LISC has invested $1 billion in Philadelphia, connecting community groups and organizations with the resources they need to rebuild distressed neighborhoods. Meeting by meeting, block by block, LISC and APM worked together to bring new life to this community. To date, this joint venture has created almost 300 affordable homes and apartments along neat, tree-lined streets. Employment is on the rise, crime is down and children are back in the playground where drug dealers no longer feel safe to congregate.

The crowning achievement of this partnership is the $47 million Paseo Verde, a LEED-certified, mixed-use development with 120 rental apartments, retail space, green roofs, a health clinic, and a community center—all within walking distance to the Temple Regional Rail station. It also houses one of LISC’s Financial Opportunity Centers where residents can learn job skills that will help them raise their income, lower their expenses, and build assets both for themselves and for their community.
There are very few pre-World War II buildings in downtown Richmond, California that have survived the tests of time and economic decline. But thanks to transit-oriented development, the Winters Building has been given a second life that is also creating new opportunities for low-income residents.

Built in 1924, this venerable building was home to the East Bay Center for the Performing Arts (EBCPA) for more than 40 years, helping disadvantaged youth discover dance, theater and music. EBCPA’s mission hasn’t wavered over time. But the same can’t be said of its building. By 2010, it was crumbling, much like the commercial corridor around it.

But instead of demolition, the Winters Building became a lynch pin in the city’s plan to revitalize downtown Richmond as a pedestrian-friendly urban village. Its proximity to public transportation was invaluable. Its historic façade was preserved, but everything else was rebuilt. Today it boasts two beautiful performance theaters, state-of-the-art classrooms and rehearsal space, and expanded office space, all with new building systems that make the facility safer.

Restoring the Winters Building served as an example for other revitalization projects and leveraged $200 million worth of redevelopment in the neighborhood. It is the spark that is drawing patrons, visitors, and new businesses to an area no longer known for its poverty and crime. Today it is a vibrant arts scene that expects to serve 75,000 young people in the decades to come.

The $800 million Central Corridor light rail transit line is changing the outlook for communities all along its 11-mile span through the Twin Cities. It connects homes, schools and businesses from downtown Minneapolis through the University of Minnesota to downtown Saint Paul, touching an economically diverse range of neighborhoods.

Twin Cities LISC—with some $481 million invested in neighborhoods throughout the metro area, wanted to make sure that low-income communities benefitted from the development activity that would follow this new rail line. That included helping drive the $13.7 million renewal of the Old Home Dairy Company. Built in 1912 for the then-Minnesota Milk Company and upgraded with an Art Deco exterior in 1932, the site has been transformed into 58 high-quality, affordable homes and 5,000 square feet of commercial space near the Western Avenue rail station in the historic Frogtown neighborhood.

Western U Plaza is part of a concentrated LISC strategy in this area to speed redevelopment work—in this case, supporting Aurora St. Anthony Neighborhood Development Corp. as it embarked on this historic endeavor. LISC supported the plan early on with grants to assess feasibility and a $680,000 loan to get the project started. That and timely investment of capital ensured the project could move forward well before the first new brick was laid.