The Case for Complete Neighborhoods
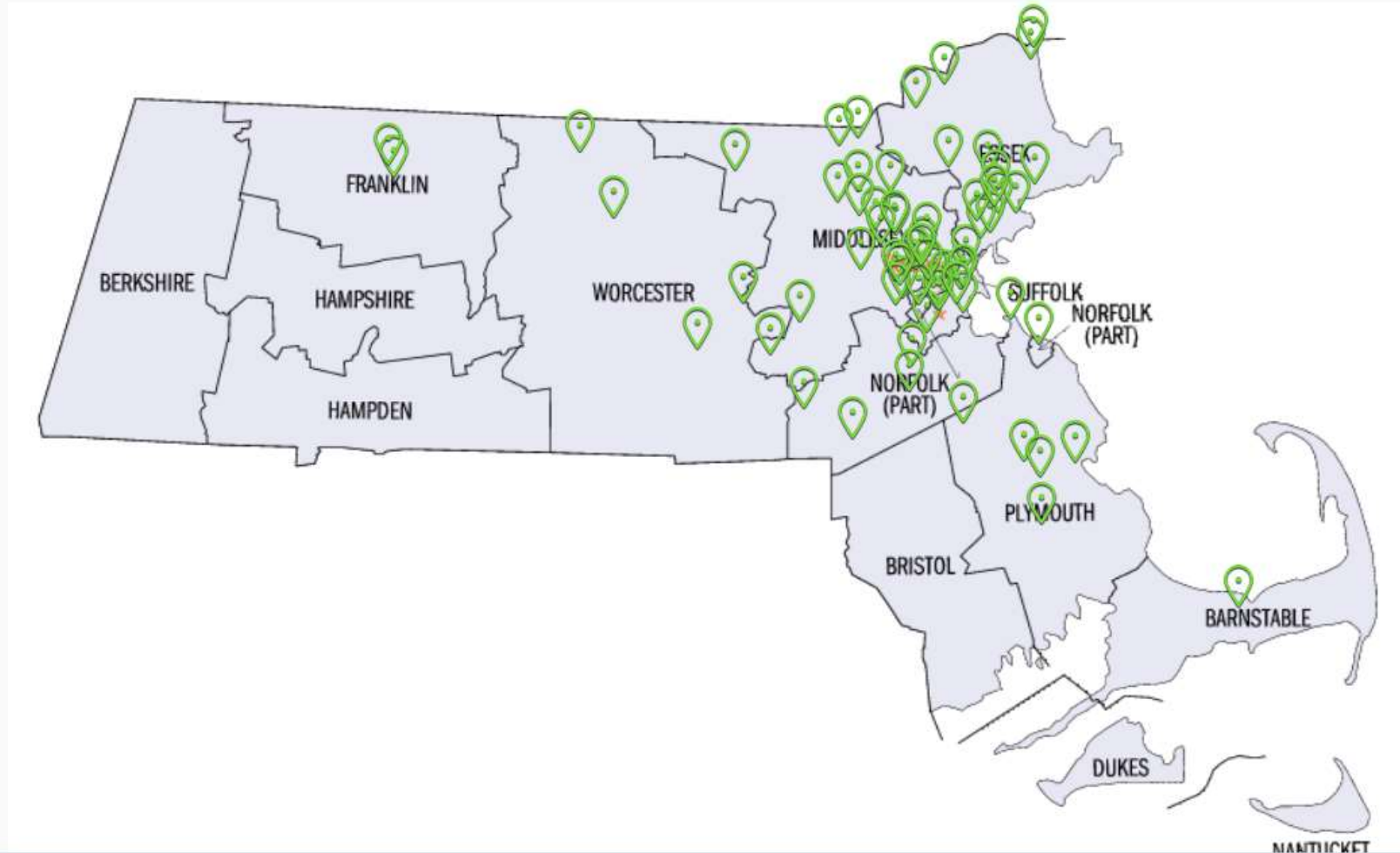
September 21, 2022
MBTA Communities Webinar Series

Christine Madore, AICP
Senior Development Manager
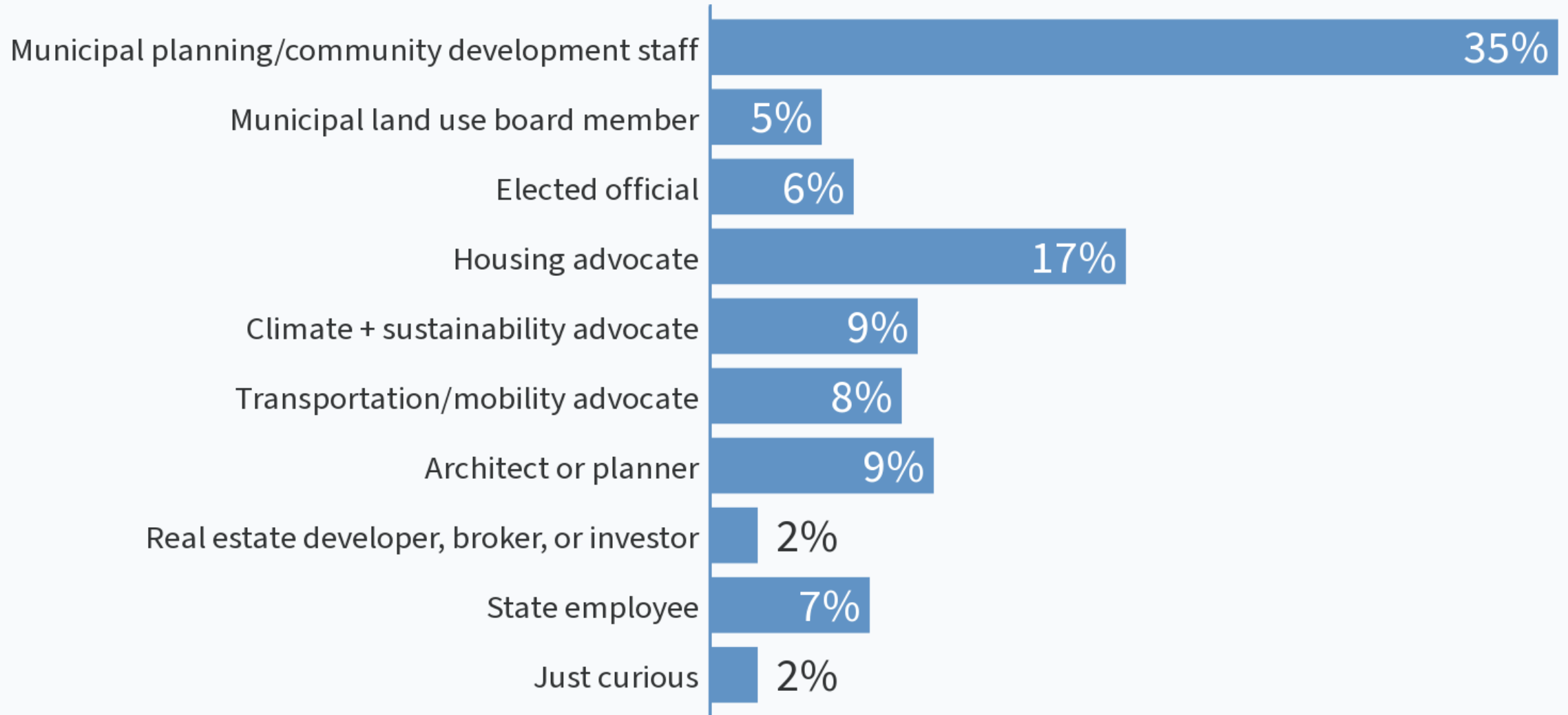
MHP **Massachusetts Housing Partnership**
Moving affordable housing forward

Chelsea, MA

Where are you logging in from? Pin your approximate location.

I'm joining today as..

Municipal planning/community development staff	35%
Municipal land use board member	5%
Elected official	6%
Housing advocate	17%
Climate + sustainability advocate	9%
Transportation/mobility advocate	8%
Architect or planner	9%
Real estate developer, broker, or investor	2%
State employee	7%
Just curious	2%

What is a Complete Neighborhood?

Features of a 20-Minute Neighbourhood

Local shopping centres · Local health facilities and services · Local schools · Lifelong learning opportunities · Local playgrounds and parks · Green streets and spaces · Community gardens · Sport and recreation facilities · Safe streets and spaces · Affordable housing options · Ability to age in place · Housing diversity · Walkability · Safe cycling networks · Local public transport · Well connected to public transport, jobs and services within the region · Local employment opportunities

Intersectionality

Jobs Rich

Mobility Rich

Opportunity Rich

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Copyright 1905 by the Rotograph Co.

G 6703 Town House Square, Salem, Mass.

VIEW SHOWING QUINCY SQUARE, ADAMS BUILDING AND GRANITE TRUST COMPANY, QUINCY, MASS.

GLOBE CORNER, FALL RIVER, MASS.

PARK STREET, ATTLEBORO, MASS.

BATES

Main Street Looking West, North Adams, Mass.

Why Complete Neighborhoods?

❑ Climate Change

❑ Wealth

❑ Health

❑ Equity

❑ Community

Climate Change

"The critical energy drain in a typical American suburb is not the Hummer in the driveway; it's everything else the Hummer makes possible – the oversized houses and irrigated yards, the network of new feeder roads and residential streets, the costly and inefficient outward expansion of the power grid, the duplicated stores and schools, the two-hour solo commutes."
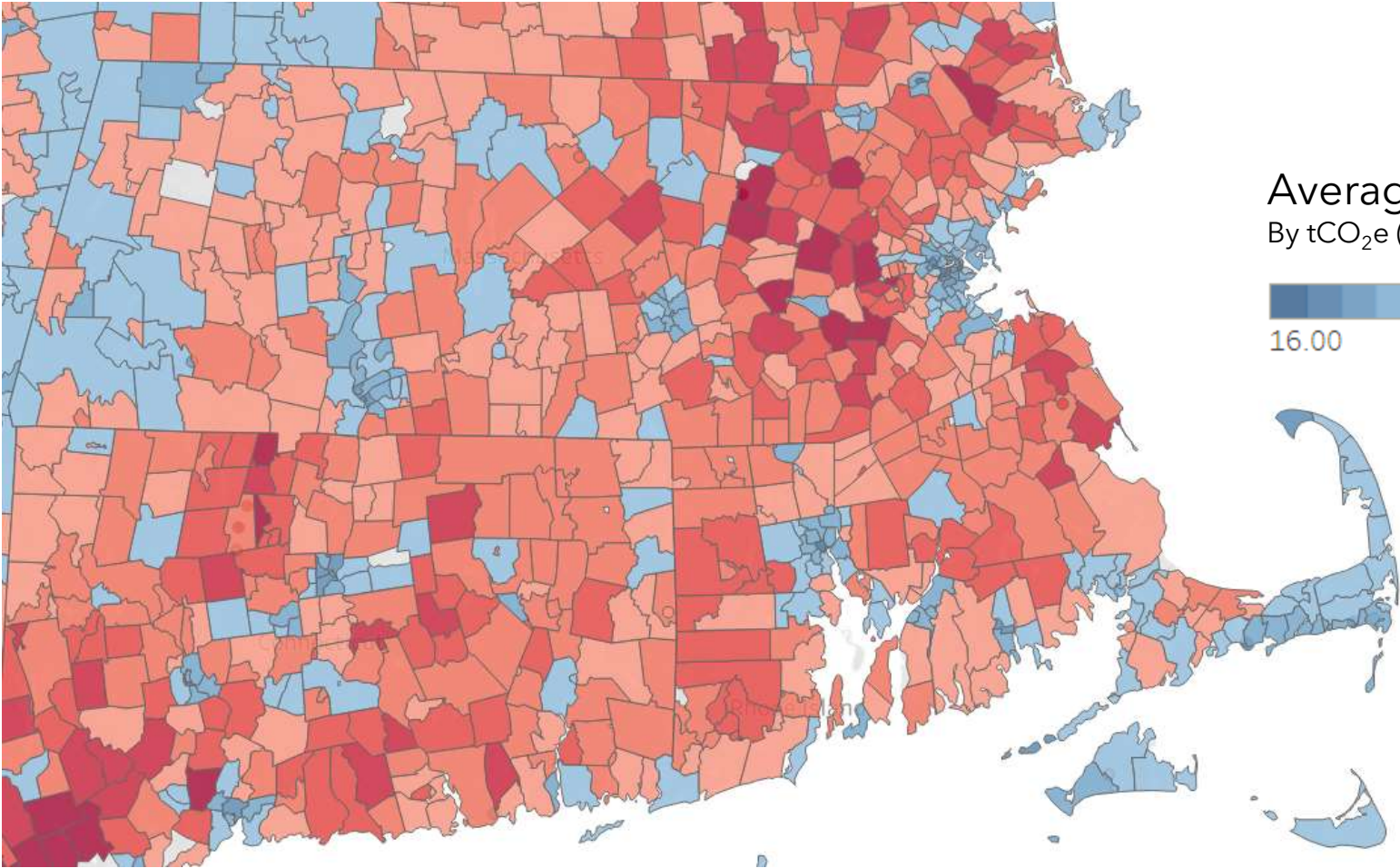
- David Owen, *Green Metropolis*
2009

Total U.S. Greenhouse Gas Emissions by Economic Sector in 2020

Agriculture 11%

Commercial & Residential 13%

Transportation 27%

Industry 24%

Electric Power 25%
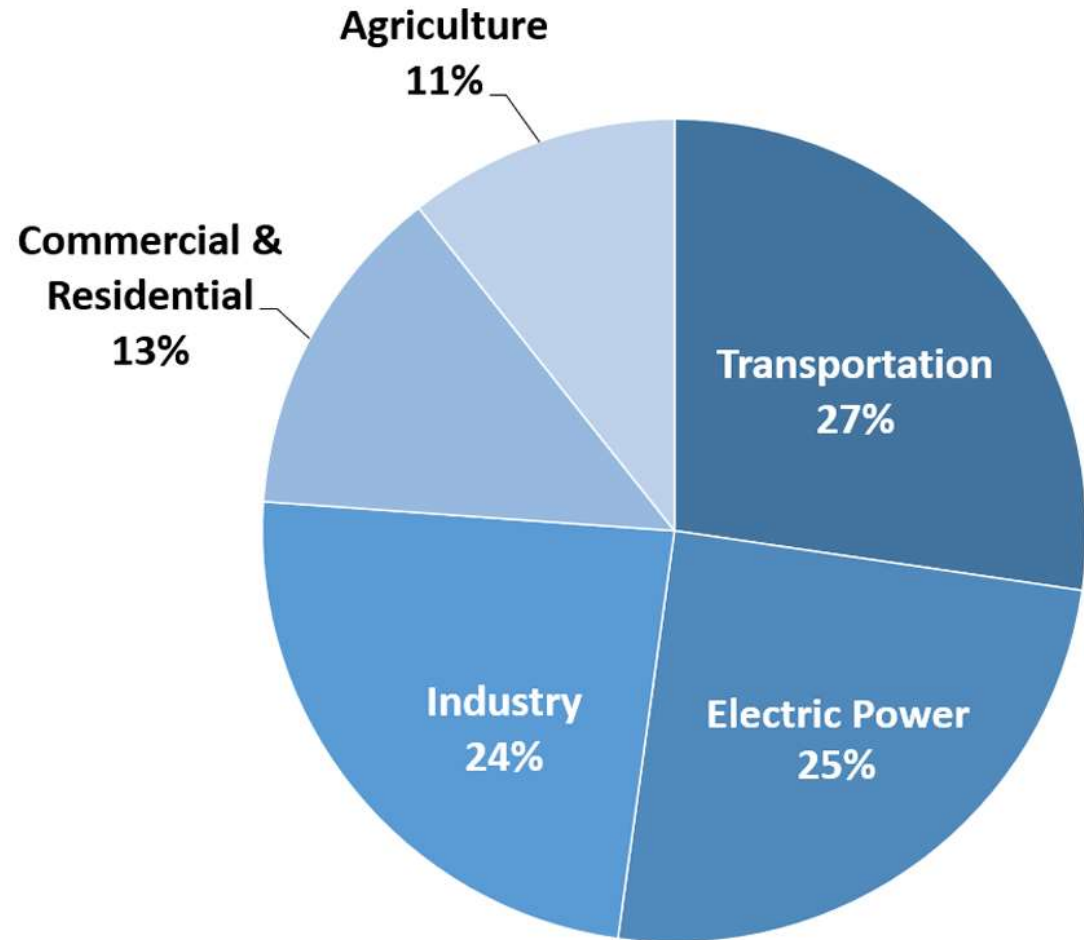
U.S. Environmental Protection Agency (2022). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2020
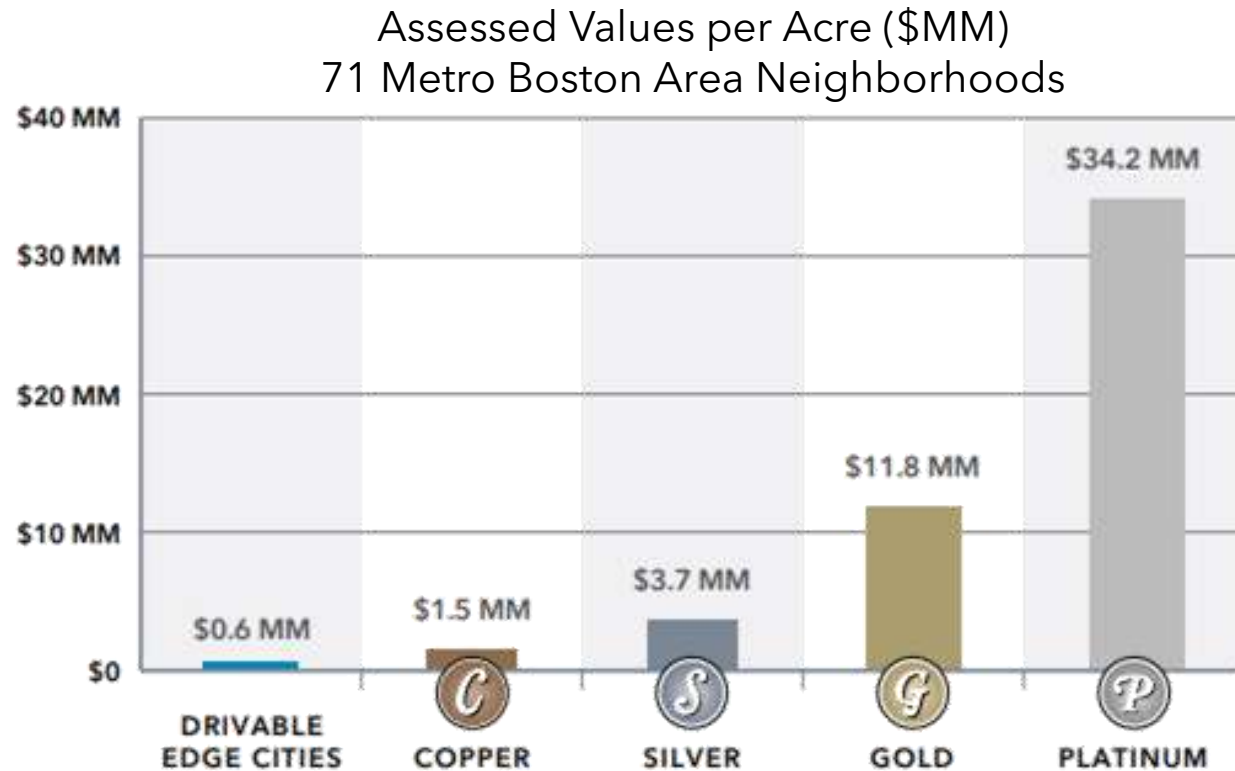
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Climate Change

Average Household Carbon Footprint
By tCO$_2$e (metric tons of CO$_2$ equivalent)

16.00   80.00

coolclimate.org

Wealth

A neighborhood's walkability and proximity to transit has positive correlations with assessed property value and sales price.

Assessed Values per Acre ($MM)
71 Metro Boston Area Neighborhoods

	WalkScore	Intersection Density	Gross FAR
Copper	83	132	0.56
Silver	80	173	0.65
Gold	89	299	1.05
Platinum	91	344	2.2

Wealth

Neighborhood: Lower Highlands

Walk Score®
85 / 100 (Very Walkable)

Transit Score®
59 / 100 (Good Transit)

Bike Score®
36 / 100 (Somewhat Bikeable)

Zillow

Transportation in 02149

86 /100

Very Walkable
Walk Score®

49 /100

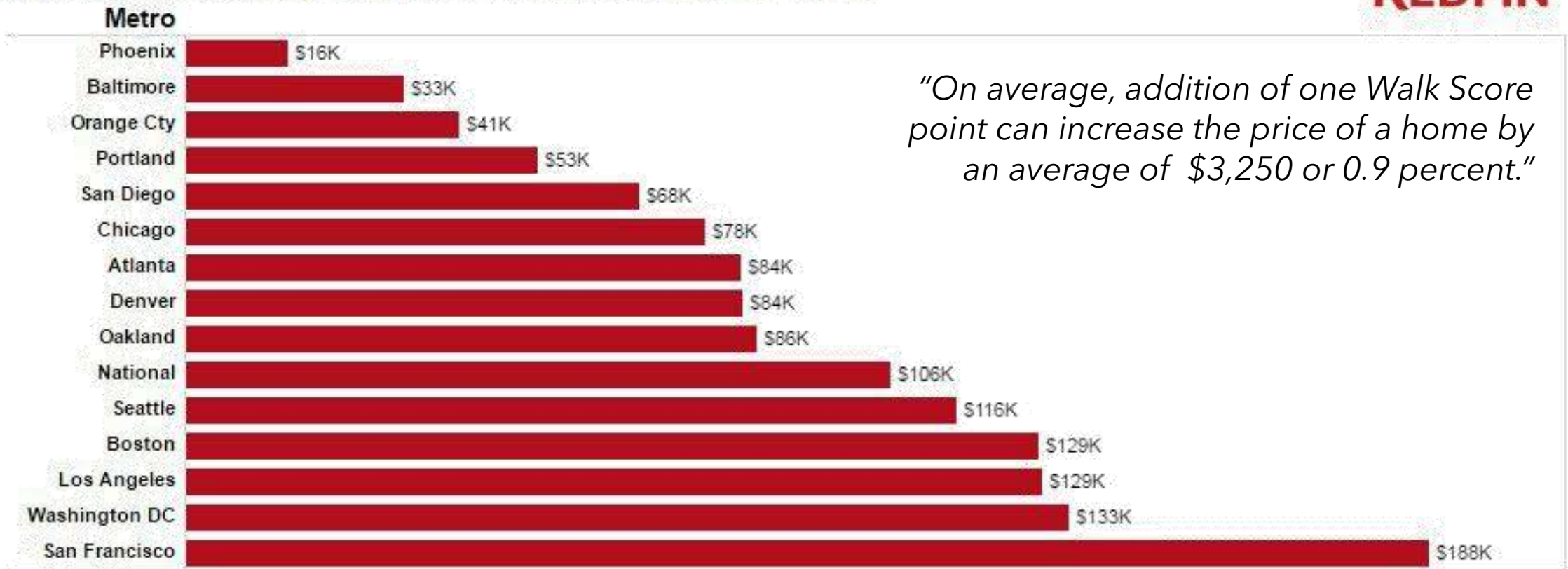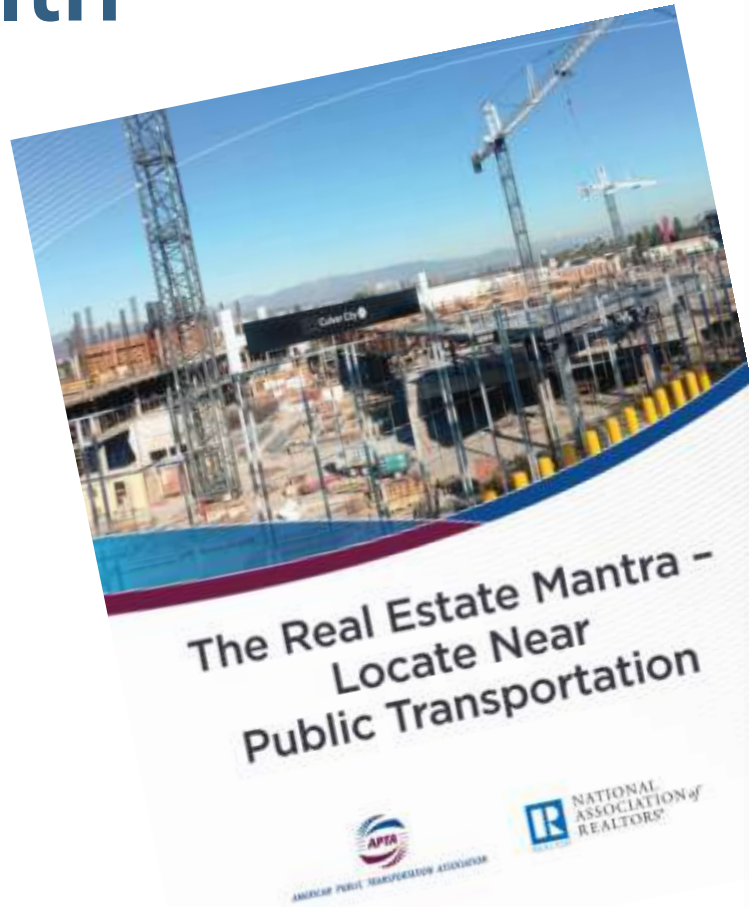Some Transit
Transit Score®

50 /100

Bikeable
Bike Score®

REDFIN

MHP

Wealth

Home Price Premiums for Increases in Walk Score from 60 to 80

REDFIN

Metro

Metro	Premium
Phoenix	$16K
Baltimore	$33K
Orange Cty	$41K
Portland	$53K
San Diego	$68K
Chicago	$78K
Atlanta	$84K
Denver	$84K
Oakland	$86K
National	$106K
Seattle	$116K
Boston	$129K
Los Angeles	$129K
Washington DC	$133K
San Francisco	$188K

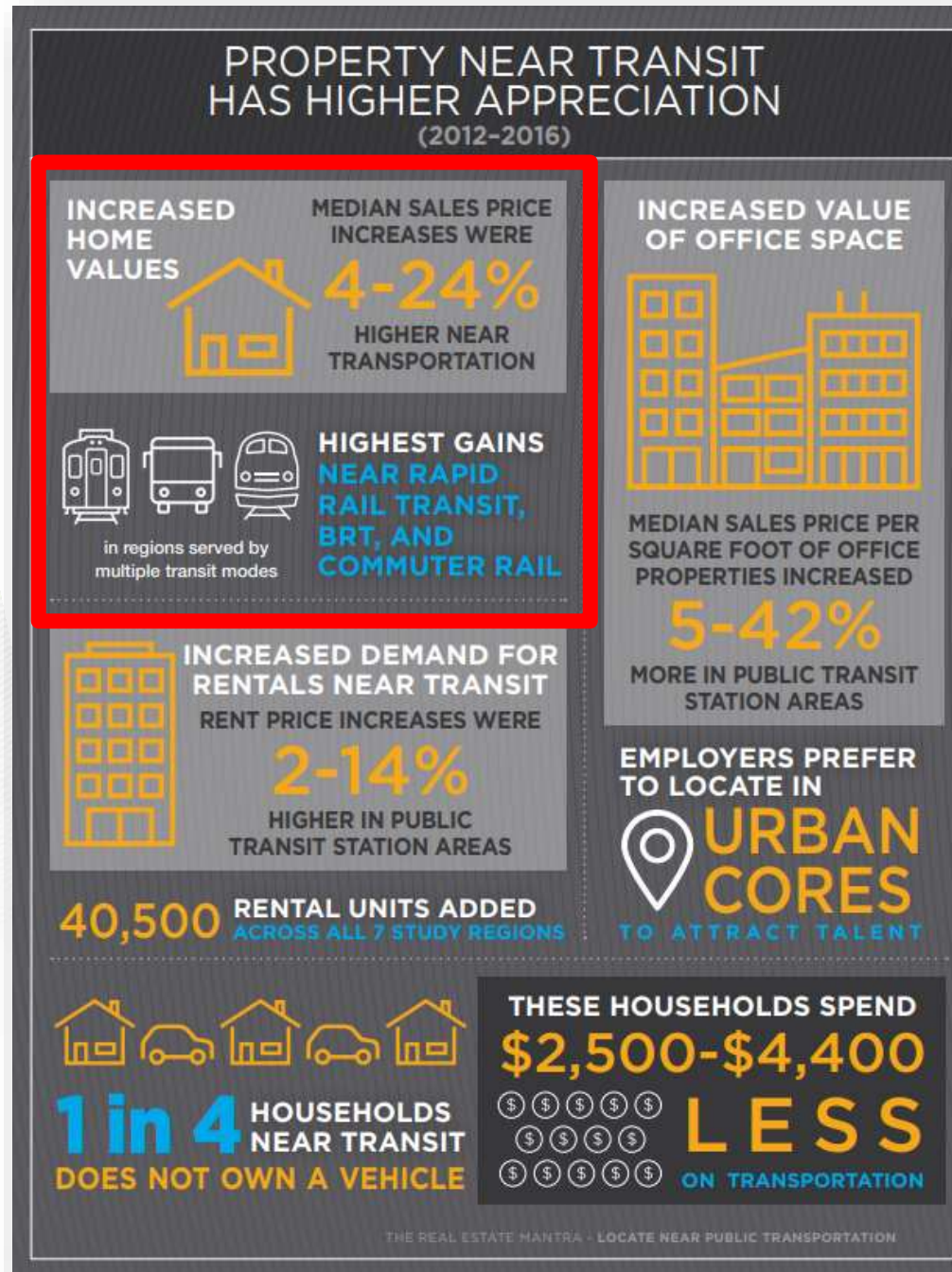*"On average, addition of one Walk Score point can increase the price of a home by an average of $3,250 or 0.9 percent."*

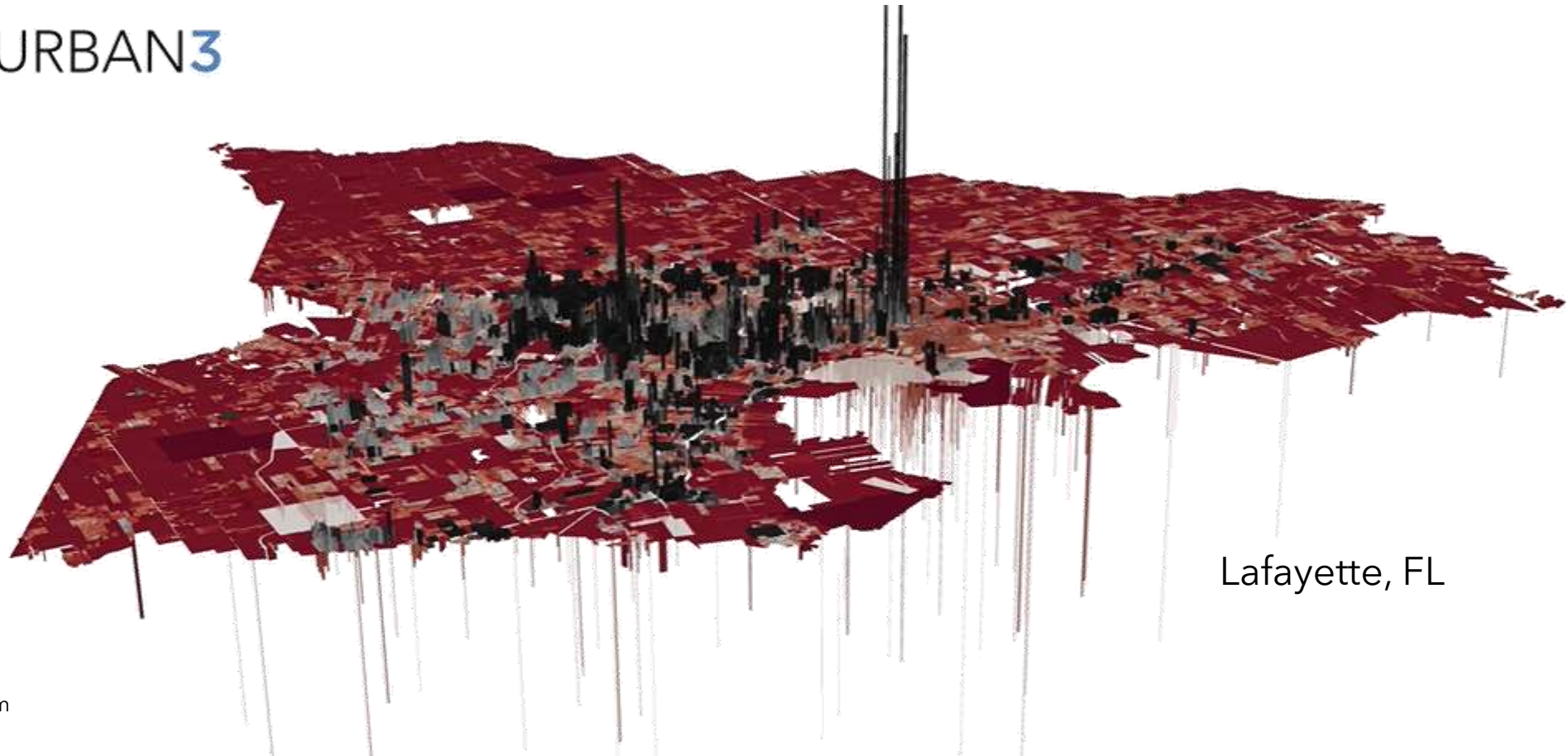How Much is a Point of Walk Score Worth? Redfin.com/news/how-much-is-a-point-of-walk-score-worth/
October 2020

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Wealth

The Real Estate Mantra – Locate Near Public Transportation

American Public Transportation Association
National Association of Realtors
2019

PROPERTY NEAR TRANSIT HAS HIGHER APPRECIATION
(2012–2016)

INCREASED HOME VALUES

MEDIAN SALES PRICE INCREASES WERE

4-24% HIGHER NEAR TRANSPORTATION

HIGHEST GAINS NEAR RAPID RAIL TRANSIT, BRT, AND COMMUTER RAIL

in regions served by multiple transit modes

INCREASED DEMAND FOR RENTALS NEAR TRANSIT

RENT PRICE INCREASES WERE

2-14% HIGHER IN PUBLIC TRANSIT STATION AREAS

40,500 RENTAL UNITS ADDED ACROSS ALL 7 STUDY REGIONS

INCREASED VALUE OF OFFICE SPACE

MEDIAN SALES PRICE PER SQUARE FOOT OF OFFICE PROPERTIES INCREASED

5-42% MORE IN PUBLIC TRANSIT STATION AREAS

EMPLOYERS PREFER TO LOCATE IN URBAN CORES TO ATTRACT TALENT

1 in 4 HOUSEHOLDS NEAR TRANSIT DOES NOT OWN A VEHICLE

THESE HOUSEHOLDS SPEND $2,500-$4,400 LESS ON TRANSPORTATION

THE REAL ESTATE MANTRA - LOCATE NEAR PUBLIC TRANSPORTATION

Wealth
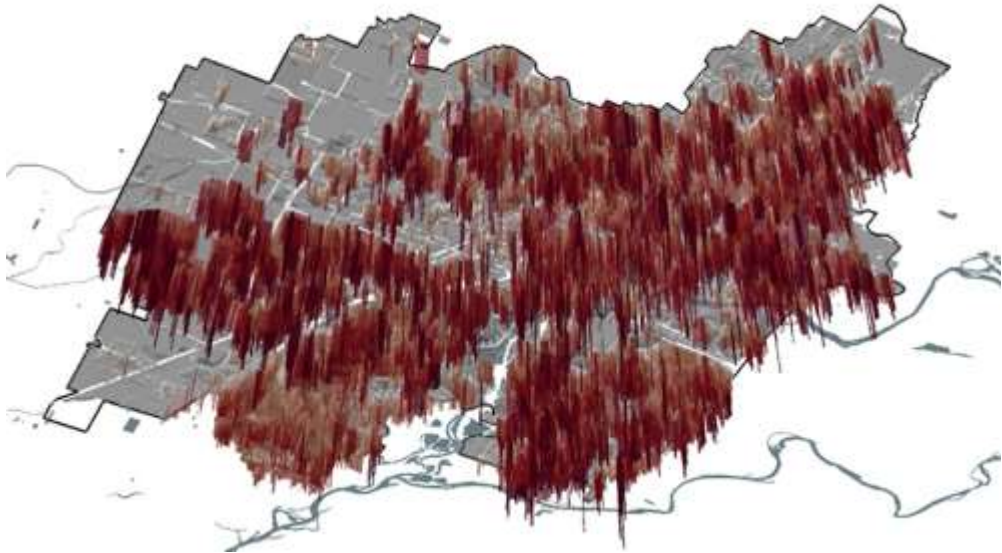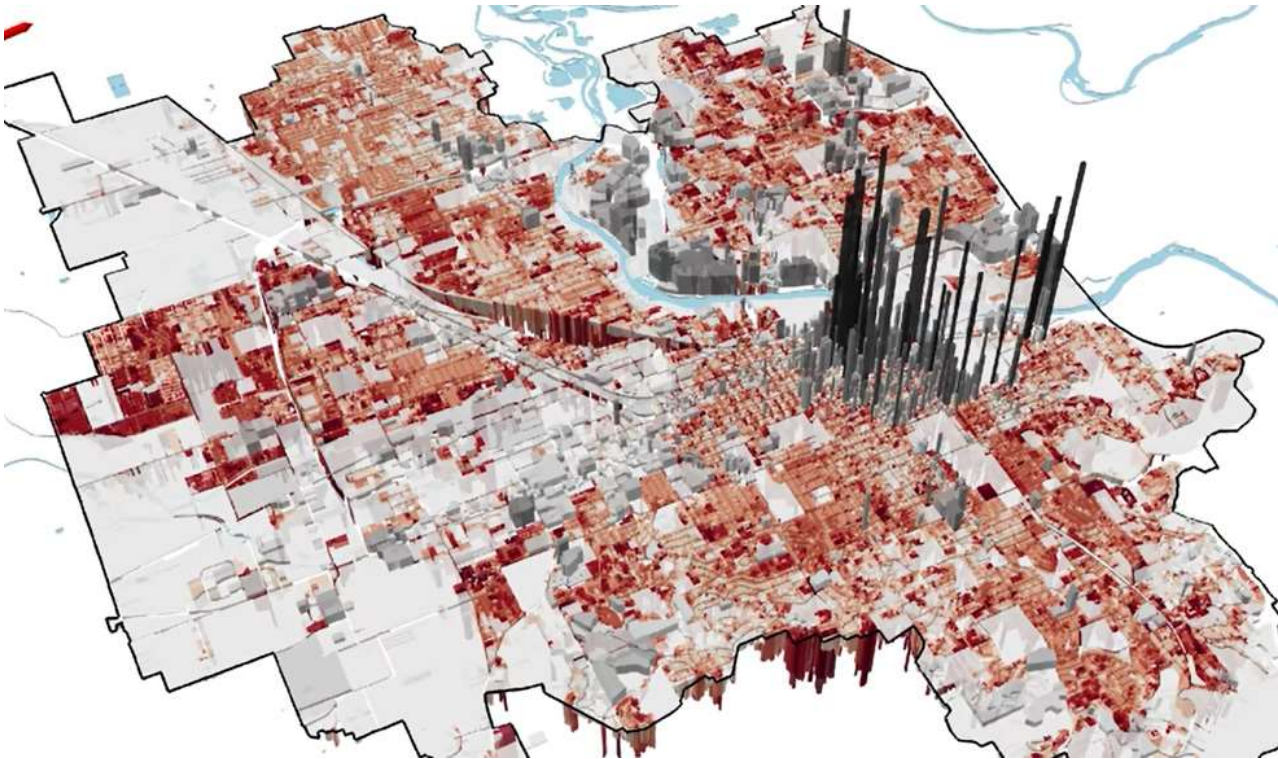
Walkable, mixed-use neighborhoods economically outperform car-centric suburbs.

URBAN3

Lafayette, FL

Wealth

Eugene, OR

MHP

Wealth

	LOW DENSITY	MEDIUM DENSITY	HIGH DENSITY
RESIDENTIAL	-$1,381	$1,498	$3,061
MIXED-USE	$2,540	$3,515	$10,472
COMMERCIAL	$551	$9,614	$12,051

Eugene, OR

Health

Walkable communities save lives.

Americans are four times more likely to die in a car crash than Britons and three times more than the Dutch or Japanese.

"In 2019, the population-based death rate in the United States (11.1 per 100,000 population; 36,355 deaths) was the highest among the 29 high-income countries and was 2.3 times the average rate of the 28 other high-income countries (4.8)."

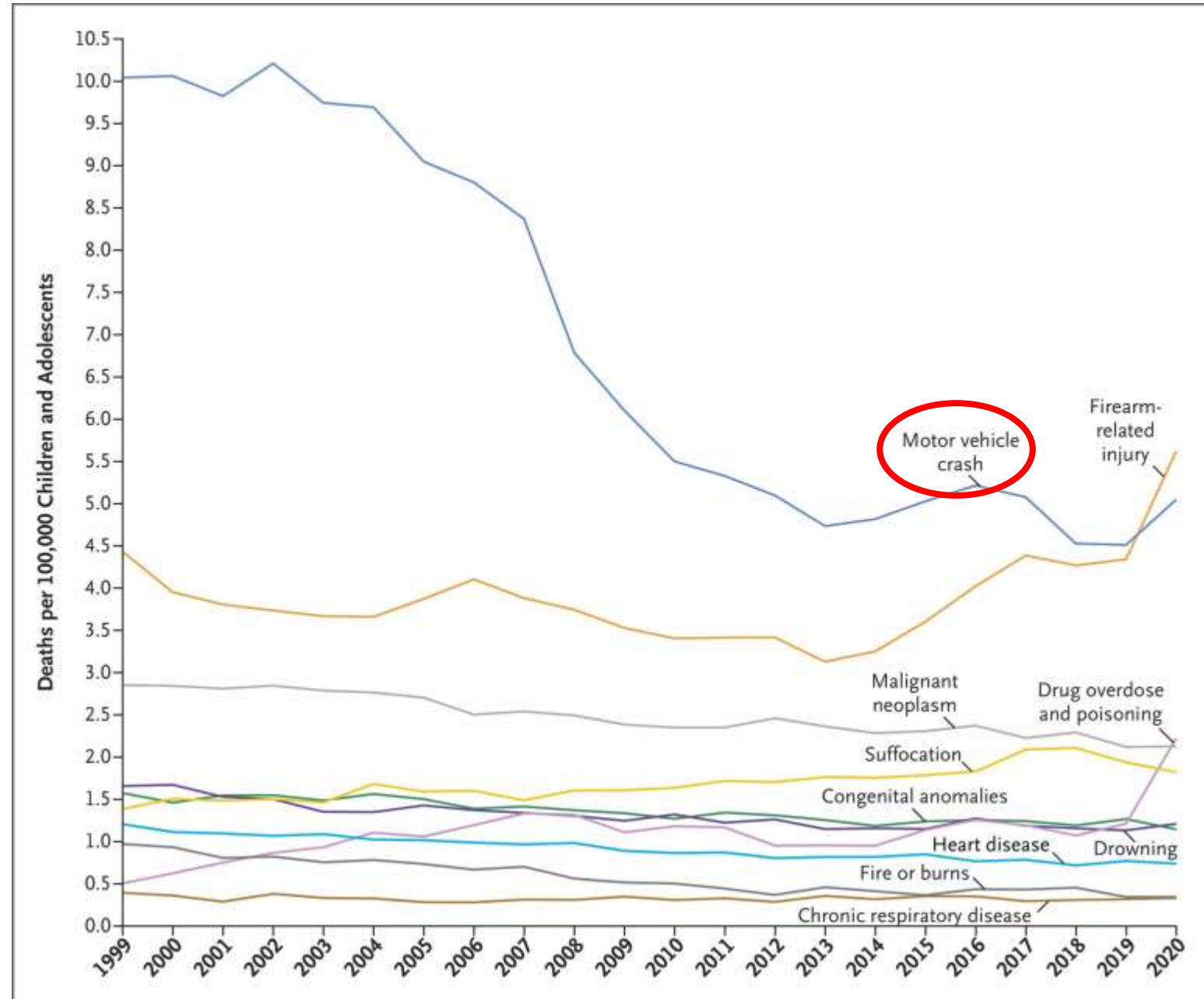## Motor vehicle crash deaths
in 10 comparison high-income countries, 2013

HIGHEST
- United States — 10.3
- New Zealand — 5.6
- Canada — 5.4

MID
- France — 5.1
- Japan — 4.5
- Germany — 4.0
- Spain — 3.6

LOWEST
- Switzerland — 3.3
- United Kingdom — 2.8
- Sweden — 2.7
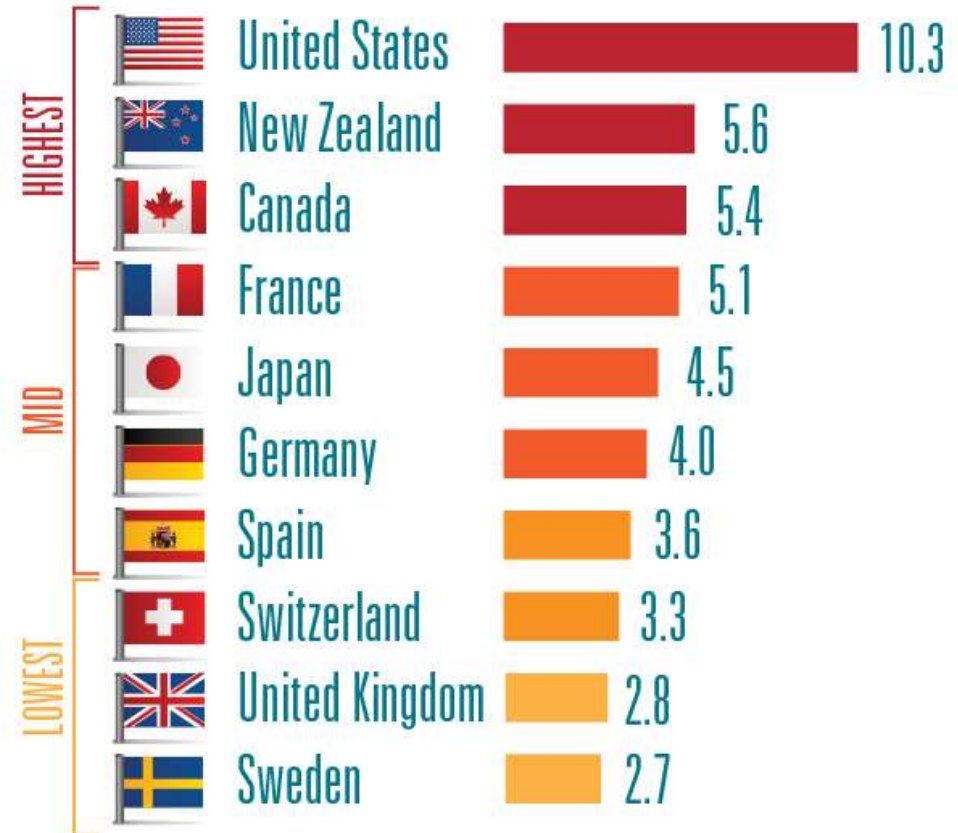
Deaths per 100,000 people
SOURCE: WHO Global Status Report on Road Safety, 2015.

cdc.gov

Health

Causes of Death for
Children and Adolescents

Health

Premature deaths are an outcome of community design.

The School Inner-City Asthma Study (SICAS) recruited children with asthma (n=350) from urban Northeastern U.S. Schools from 2008 to 2013

For every 100 meters farther from major roadway participants had:
-29% fewer reported asthma symptoms
-37% less healthcare utilization
-20% less likely to report poor asthma control
-No meaningful association with lung function outcomes

Hauptman M, Gaffin JM, Petty CR, Sheehan WJ, Lai PS, Coull B, Gold DR, Phipatanakul W. Proximity to major roadways and asthma symptoms in the School Inner-City Asthma Study. J Allergy Clin Immunol. 2020. https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6949366/

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Health

HEI

SPECIAL REPORT 17

January 2010

"Eleven studies qualified as studies of asthma prevalence in children. From these studies, the Panel concluded that living close to busy roads appears to be an independent risk factor for the onset of childhood asthma."

"Among the more than 20 cohort and cross-sectional studies reviewed that examined the association between exposure to traffic-related pollution and wheezing (an important symptom in the expression and diagnosis of asthma) in children, there was a high degree of consistency in finding positive associations, many of which reached statistical significance."
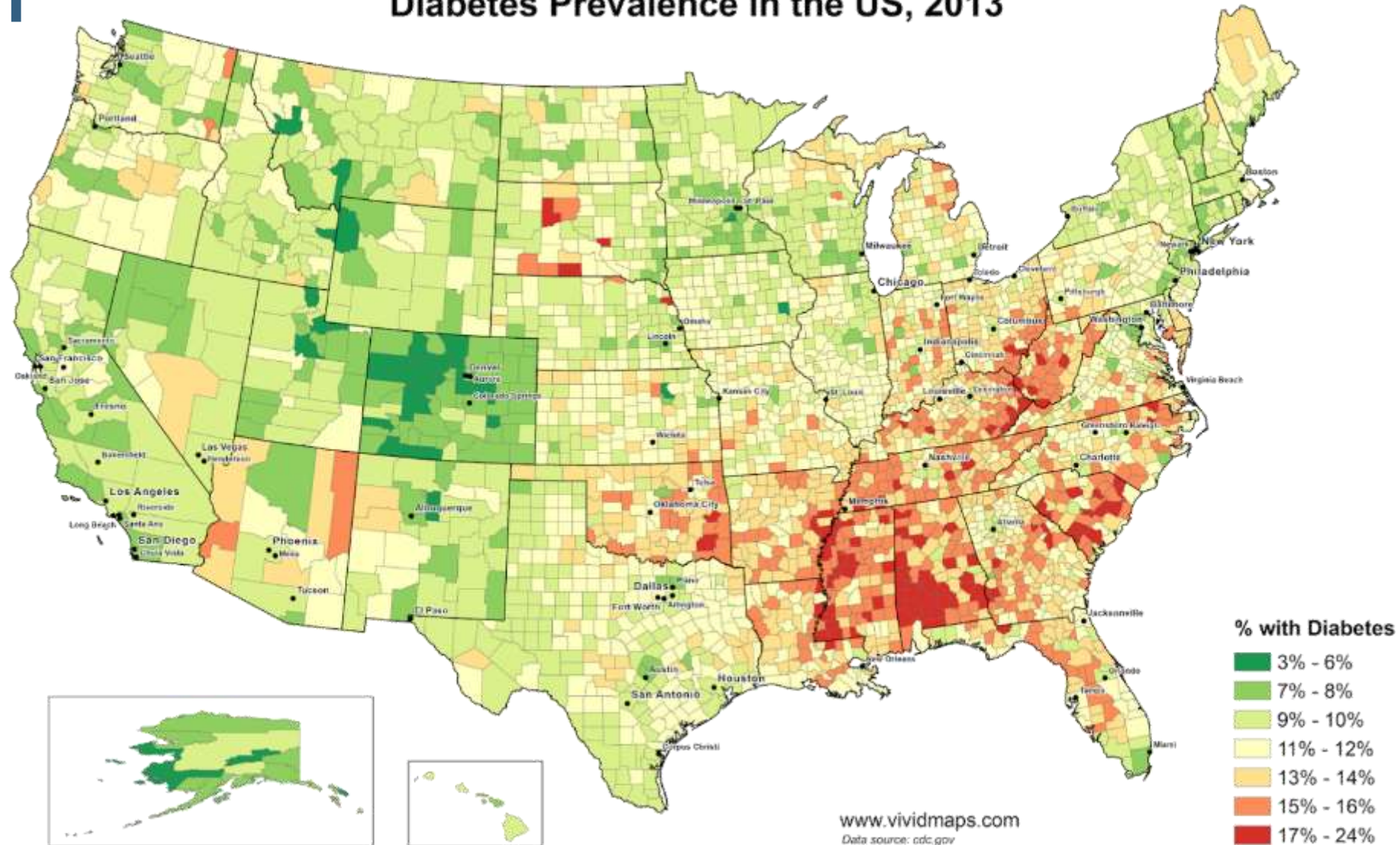
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Health

Obesity Prevalence in the US, 2013
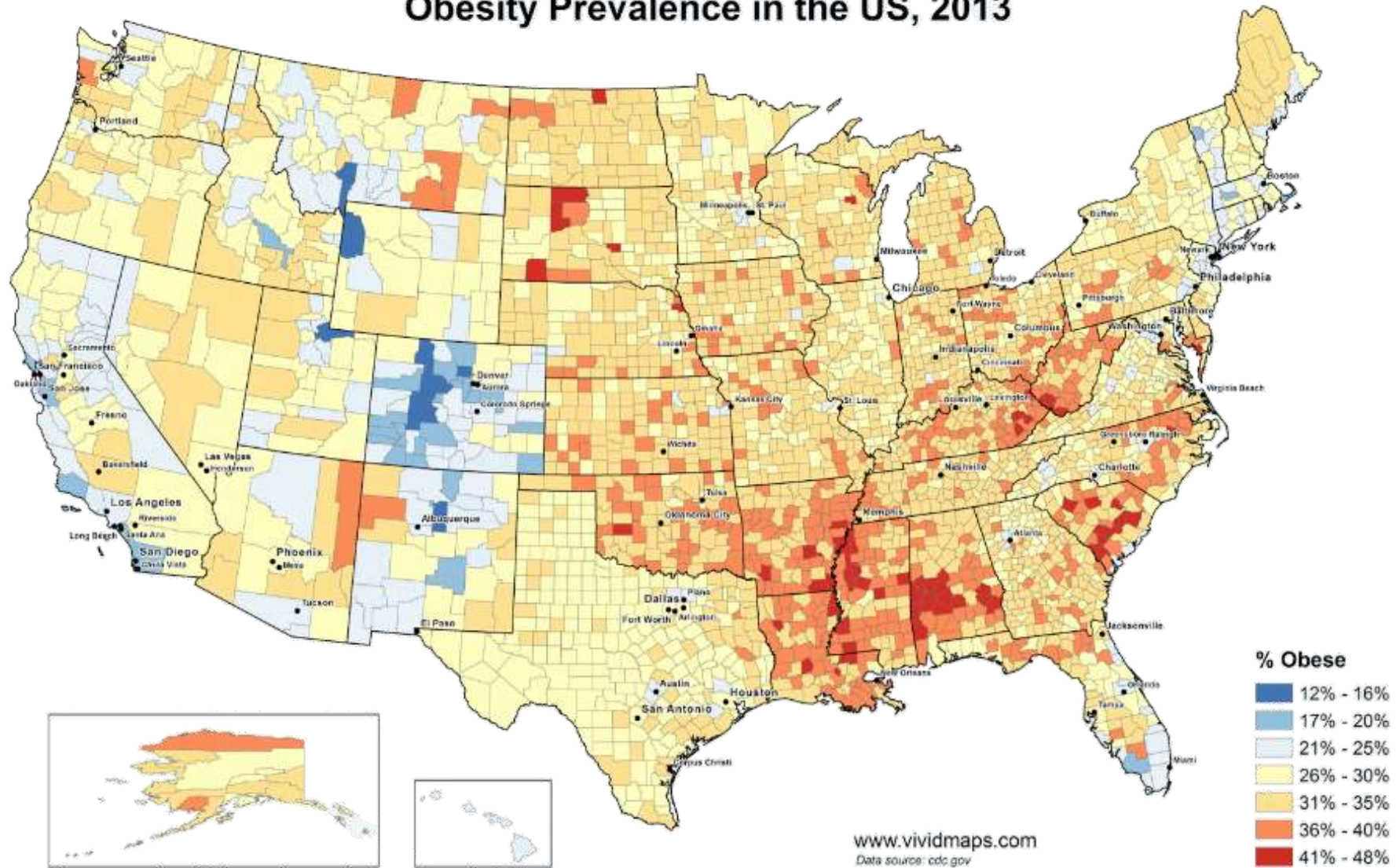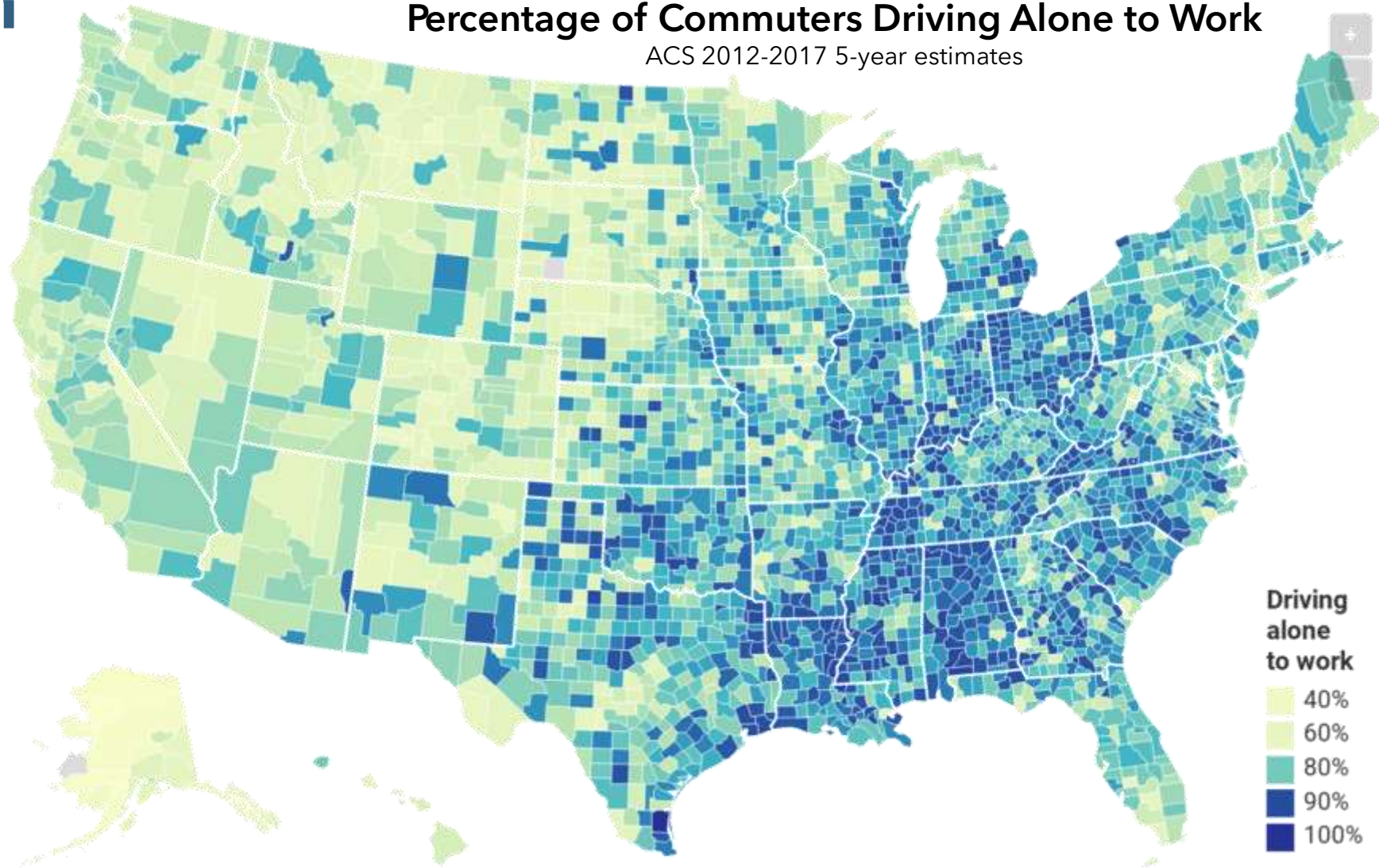
Health

Diabetes Prevalence in the US, 2013

% with Diabetes
- 3% – 6%
- 7% – 8%
- 9% – 10%
- 11% – 12%
- 13% – 14%
- 15% – 16%
- 17% – 24%

www.vividmaps.com
Data source: cdc.gov

Health

Percentage of Commuters Driving Alone to Work
ACS 2012-2017 5-year estimates

Driving alone to work
40%
60%
80%
90%
100%

Source: US Census Bureau · Get the data · Created with Datawrapper

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Equity

Complete neighborhoods can address inequities in public health risks and economic opportunity.

15%
of American adults don't possess a driver's license

60%
of transit riders (bus and rail) identify as non-white
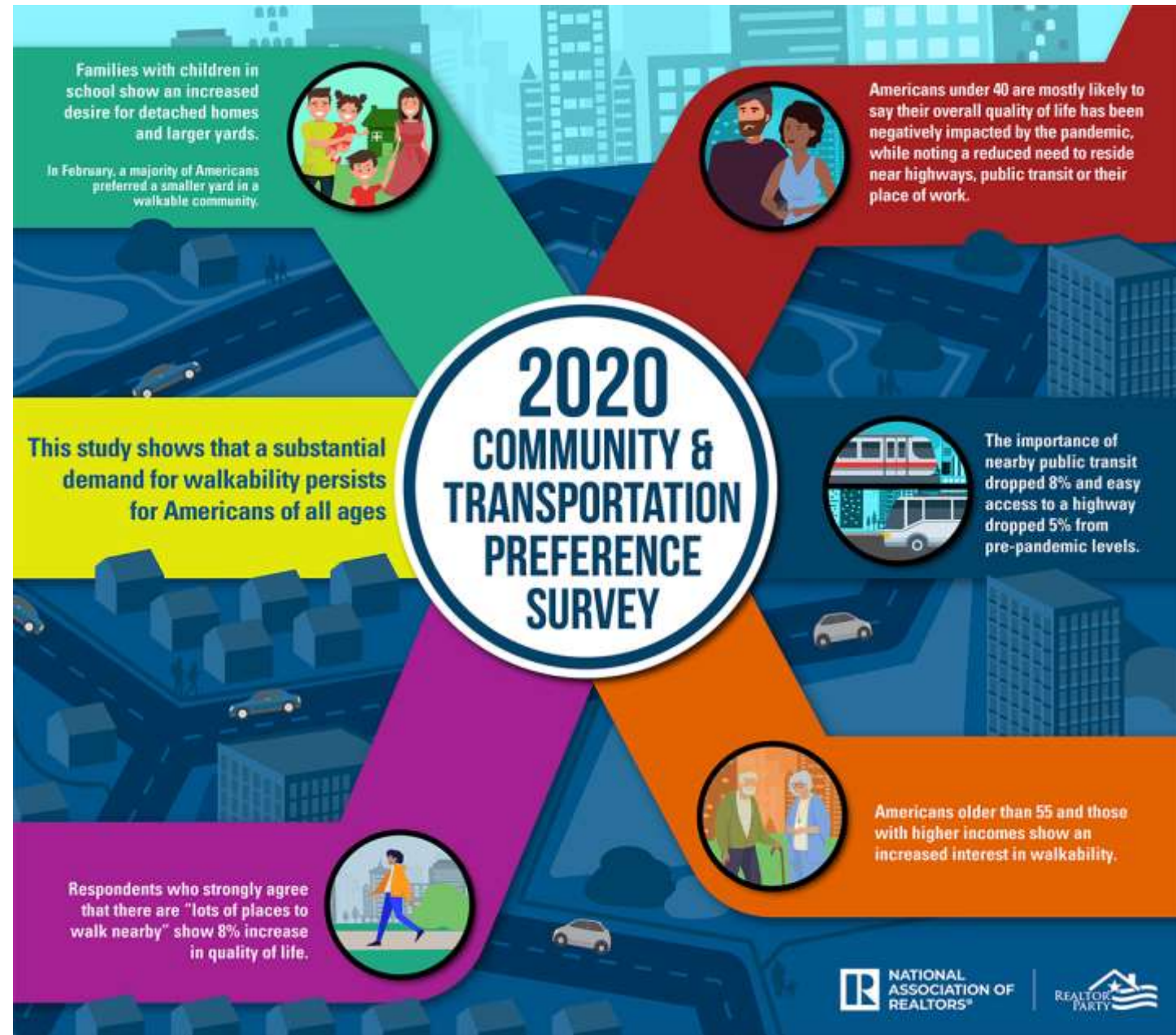
2x
On average, BIPOC are 2 times more likely to be killed while walking

30%
of pedestrian deaths occur in low-income neighborhoods, despite accounting for 17% of our population

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Equity

Walkable neighborhoods prolong autonomy and independence for children and older adults.

Equity

The number of amenity and mobility-rich neighborhoods in the U.S. are limited, despite increasing demand from people of all ages in all stages of life.

Scatterplot Showing Distribution of
Accessibility/Opportunity vs. Affordability
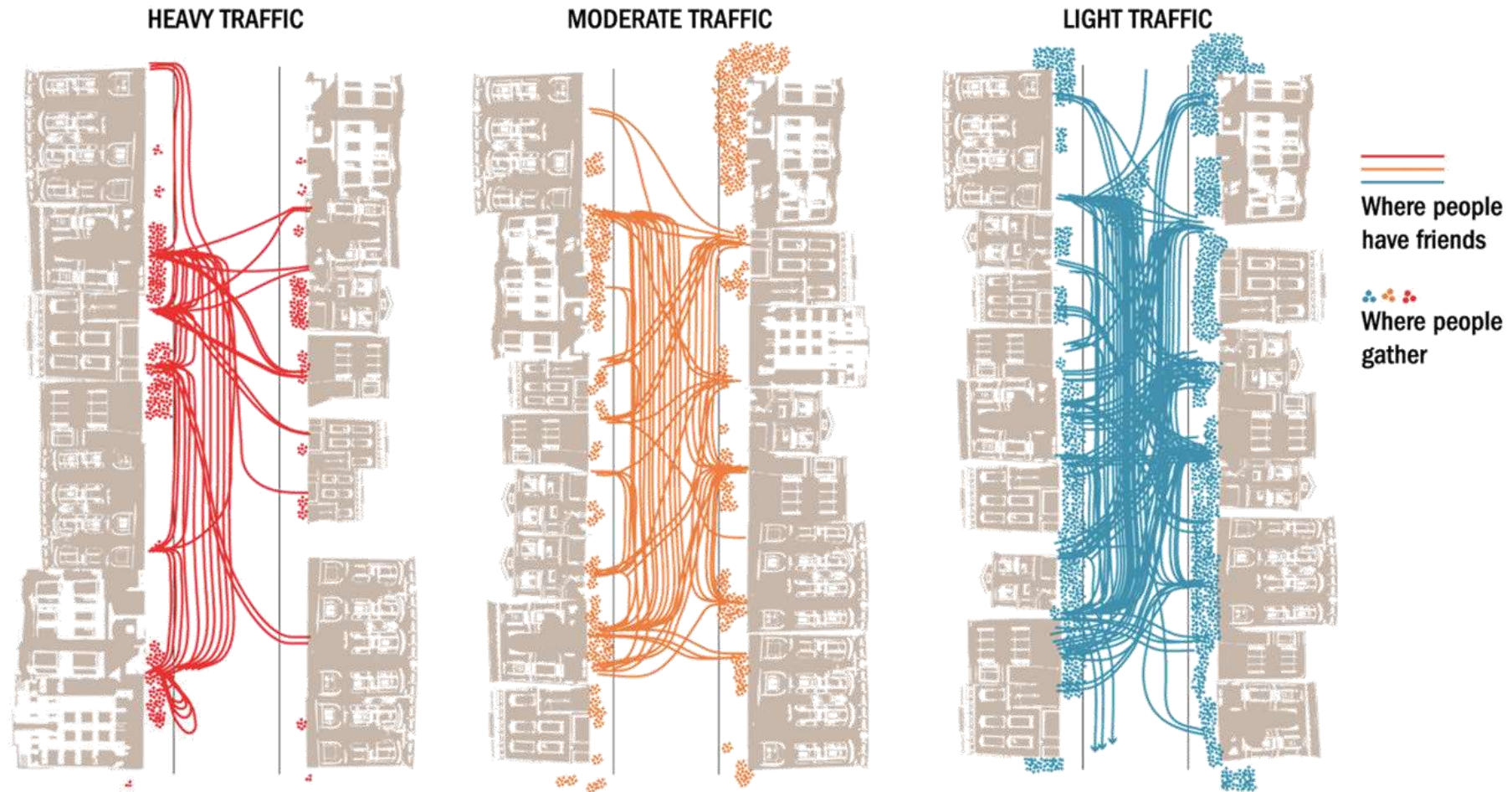of Metropolitan Boston's Regionally Significant WalkUPs
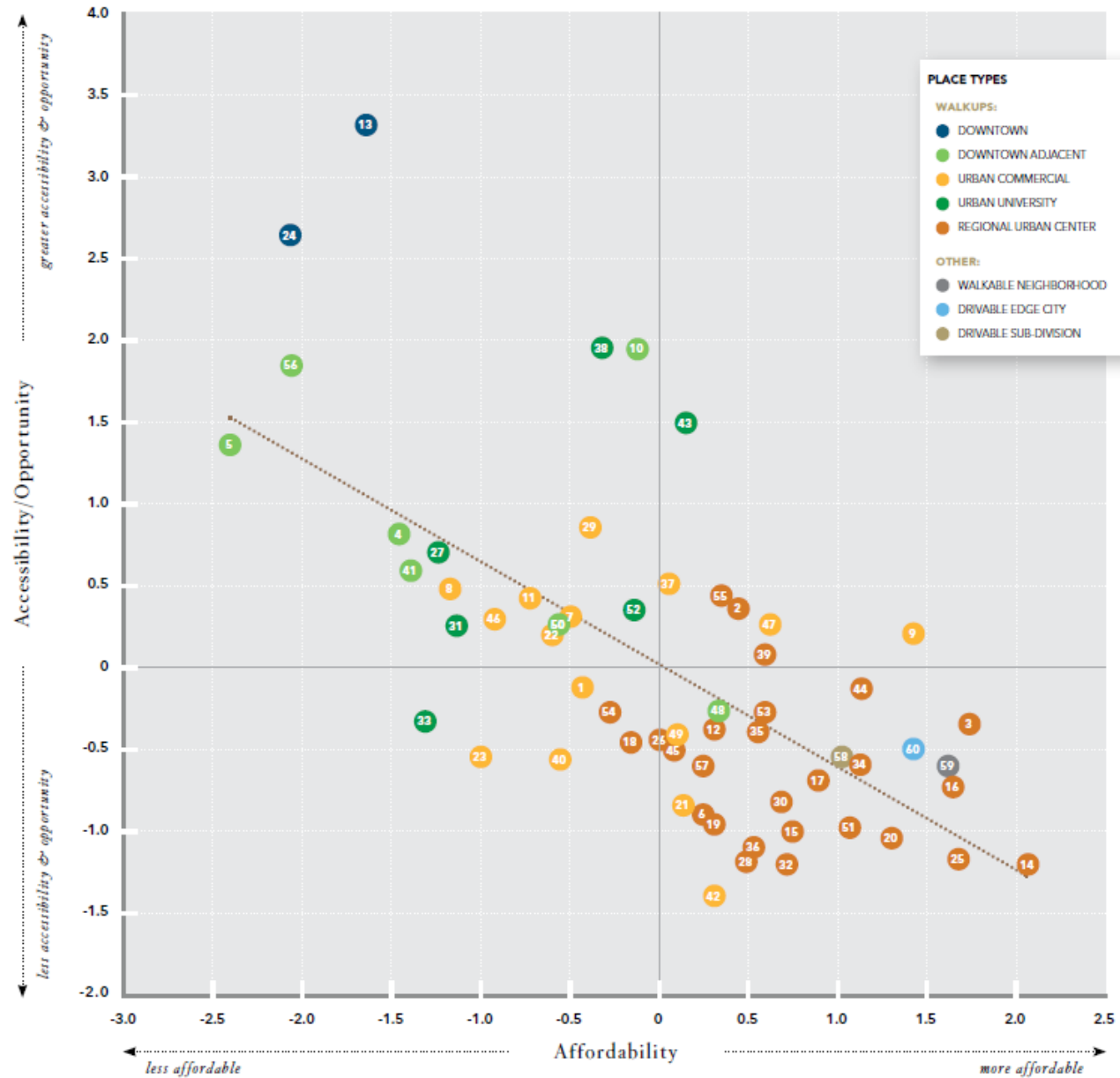
Equity

In most American cities, the poor subsidizes the wealthy.

URBAN3

Lafayette, FL

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Community

Walkable communities build social capital.

Livable Streets, Donald Appleyard (1981)

Beyond 3A Compliance

How will my community use this opportunity to:

❑ guide future growth patterns centered around the human scale?

❑ eliminate barriers towards building community wealth and equity for disadvantaged populations?

❑ implement policies and tools to capture new value to invest in mobility infrastructure?

Greetings from

MY TOWN

Massachusetts

MHP

Panel

Jonathan Berk
Vice President
Patronicity

Alyssa Larose
Housing Development Director
Franklin County Regional Housing
& Redevelopment Authority

Patricia Zaido
Co-Chair
Salem for All Ages

Liz Murphy
Director
Housing & Development,
Community Development & Planning

Tom Skwierawski
Executive Director
Planning and Community Development