

San Francisco
2008

The City Perspective: Using Transit to Enhance Affordability

Speakers

Sam Adams Mayor Elect, City of Portland

Adrienne Quinn Director, Seattle Office of Housing

Mercedes Marquez General Manager, Los Angeles
Housing Department

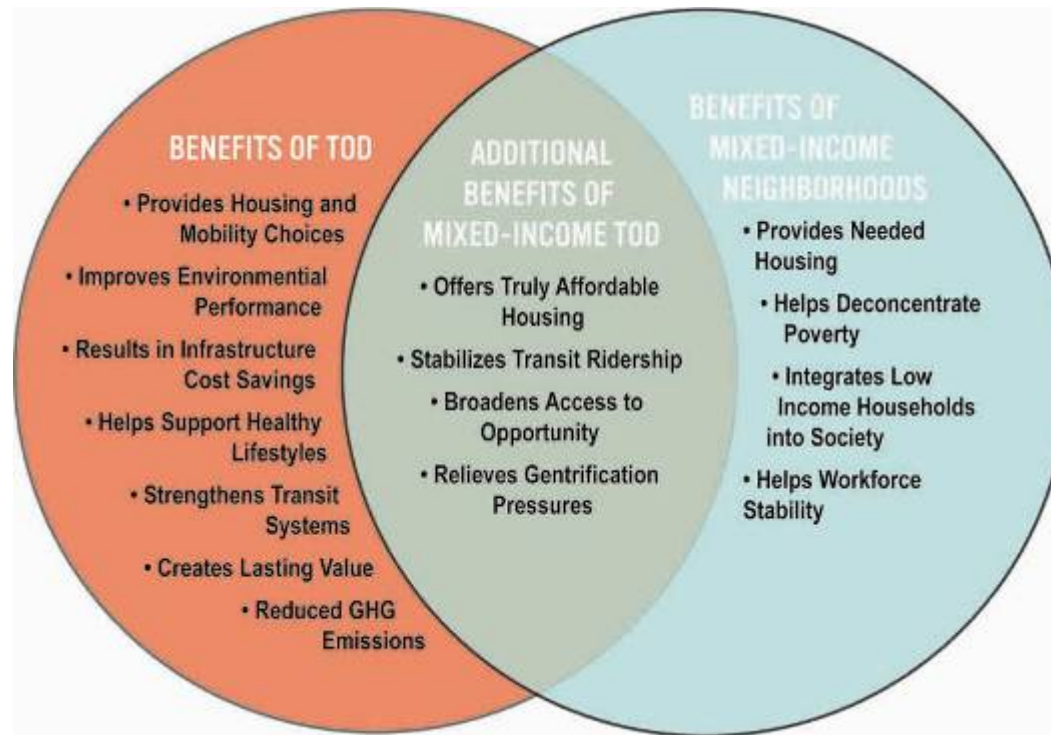
Diana McIver President, DMA Development Co., Austin

Karen O'Connell Economic Development Director,
Town of Dedham, MA

Doug Shoemaker Mayor's Office of Housing, San
Francisco

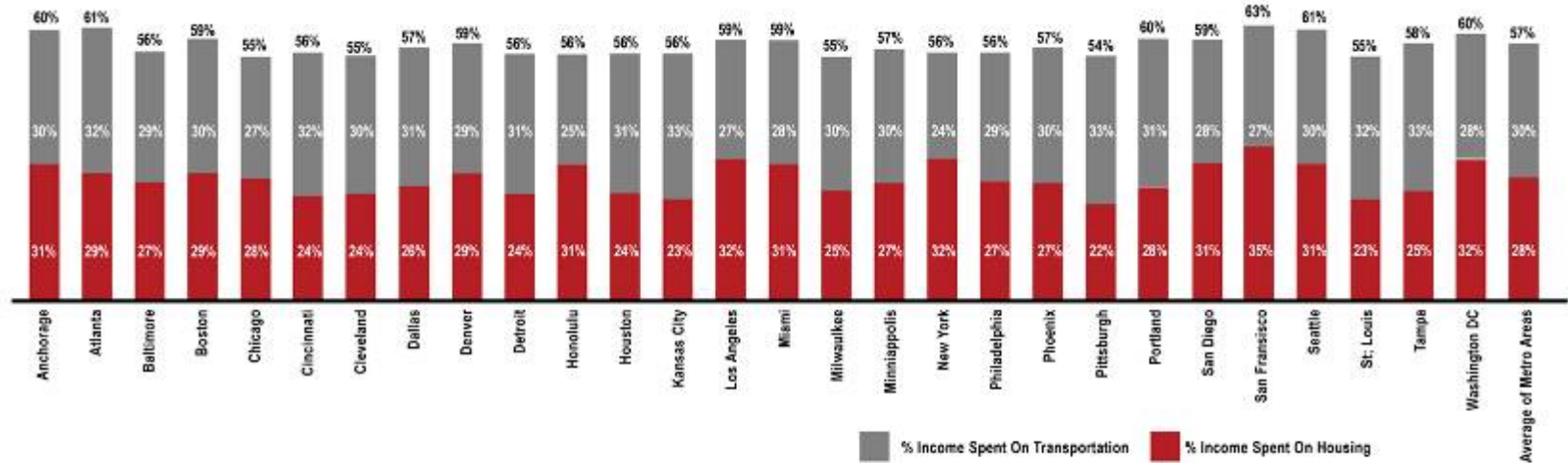
Affordability and transit

- Locating affordable housing near public transit is a great way to deepen affordability for families who live there.
- The American Public Transportation Association estimates the 2008 savings for people who use transit instead of driving to be \$9,499.
- Studies show that households who live in transit-oriented locations spend about two-third less than households living in auto-oriented locations.



(Source: the Center for Transit-Oriented Development.)

Additional Benefits of Mixed –Income TOD - Providing for a mix of incomes in all communities is good but providing for a mix of incomes in neighborhoods near transit is better.

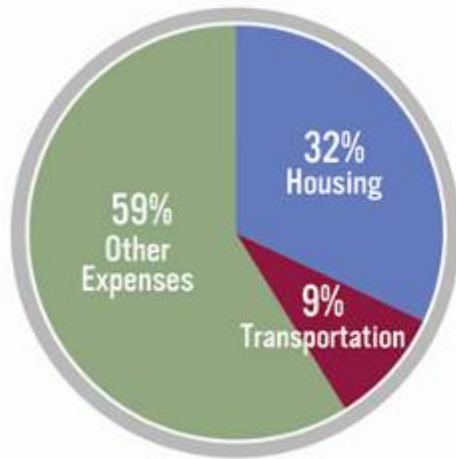


Source: Center For Neighborhood Technology calculations

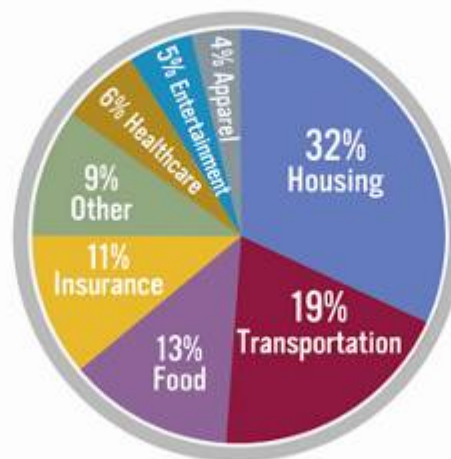
Transportation costs have risen so much that in auto-oriented regions families can spend more on transportation than on housing.

- Working families making between \$20,000 and \$50,000 a year spent more on transportation in 17 of 28 metro areas

TRANSIT RICH NEIGHBORHOOD



AVERAGE AMERICAN FAMILY



AUTO DEPENDENT EXURBS



Source: Center for TOD + Transportation Affordability Index, 2004 Bureau of Labor Statistics

Living in a neighborhood with a good mix of uses and good access to public transportation can provide a 16 percent savings over living in an auto-oriented environment.

Consider This . . .

The American Public Transportation Association said in 2008 that households could save \$9,499 if they used transit instead of driving, money that could instead be used to:

- *Buy food for a family for a year*
- *Pay off a 30-year \$150,000 mortgage 20 years early*
- *Pay for 75 percent of a health care policy*
- *Pay for community college tuition for two kids*
- *Pay for child care for one year*
- *Buy 3,168 mocha frappuccinos at Starbucks*

Sources: Food, www.bls.gov/news.release/cesan.nr0.htm; mortgage, www.bloomberg.com/invest/calculators/mortpayoff.html; health care, www.kff.org/insurance/ehbs091107nr.cfm; college tuition, http://nces.ed.gov/programs/coe/2008/analysis/sa_table.asp?tableID=1003; child care, www.naccrra.org.



Denver, CO - Highlands Garden Village is a mixed-income mixed-use urban infill project where neighbors provided significant input on the project design.

Brooklyn, NY -
Schermerhorn House is an unusual public-private partnership including two non-profits, the Actors Fund of America, and two for-profit developers. The units will split between the formerly homeless and individuals with special needs, and low-income working tenants, including actors and artists.





San Francisco, CA - Coggins Square provides urban workforce housing for commuters using nearby Pleasant Hill BART station. The project is the product of a public/nonprofit/for-profit partnership which targeted existing funding to create affordable housing along a transportation corridor. Pedestrian improvements were funded by a program intended to provide incentives for walkable development near stations.



Los Angeles, CA - Light rail has come to Los Angeles' historic Boyle Heights neighborhood. The nonprofit East L.A. Community Corporation won a fierce competition with a for-profit developer to purchase a historic hotel near Mariachi Plaza that was slated for demolition. Low-income housing tax credits will be used to renovate and restore the hotel for its low-income tenants.



Boston, MA - The combination of a strong housing market, new stations and better service on the Fairmount commuter rail line has prompted developers to build market-rate housing in what had been high-poverty transit-dependent neighborhoods. Four community development corporations are working together to ensure residents aren't displaced by building mixed-use transit-oriented projects like Dudley Village, which will provide 50 mixed-income units in 3 4-story buildings with ground floor retail.



Boston, MA - Tent City, a South End project which originated with protests of urban renewal and displacement of residents in 1968, became a national model of mixed-income housing -- a quarter of all units are reserved for low-income tenants and half are for moderate income tenants. The rest are market-rate, and attract tenants because of location and transit proximity which have contributed significantly to Tent City's continued financial feasibility.



Portland, OR - The Bookmark Apartments combine a public library, coffee shop and 47 apartments, 19 of which are affordable to households earning 60% of area median income. The complex was approved following zoning changes that allow greater density through increases in building height and size for mixed-use projects near transit.

Chicago, IL - Archer Court was a dilapidated public housing project in Chinatown when it was renovated in 1997. 43 townhomes were built during Phase 2; 34 were sold at market rate and five were made affordable with a Tax Increment Financing subsidy.





San Francisco, CA - Folsom + Dore in San Francisco serves tenants with special needs, including chronic homelessness. Parking was greatly reduced to 0.31 spaces per unit, making room for a hybrid car-share vehicle and 28 protected bicycle parking spaces.



Seattle, WA – Broadway Crossing

These images and text come from a "TOD 202" guide that will soon be available from Reconnecting America's Center for Transit-Oriented Development. You can download it from their website: www.reconnectingamerica.org, or make a request for a printed version.