The City Perspective:

Using Transit to Enhance Affordability
Speakers

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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-thirds less than households living in auto-oriented locations.
Building Livable Communities with Transit

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: the Center for Transit-Oriented Development.)
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.
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

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.