Location, Location, Location

While the average family spends 19 percent of the household budget on transportation, and households in auto-dependent neighborhoods spend 25 percent, households with good access to transit spend just 9 percent. This savings can be critical for low-income households.

Source: Center for TDO + Transportation Affordability Index, 2004 Bureau of Labor Statistics
Bay Area Metropolitan Transportation Commission

- HIP rewards local governments that build housing near transit hubs by offering grants to cities based on project density, project size, and the number of affordable units.
Why TOD Matters – Ridership Increases in One Proposed Bay Area Corridor from TOD

![Graph showing increased ridership with TOD compared to no TOD, with a cost-effectiveness threshold indicated.](image)
## TOD Policy - Housing Requirements

<table>
<thead>
<tr>
<th>Transit Technology</th>
<th>Minimum Housing Threshold</th>
<th>Equivalent Net Densities</th>
</tr>
</thead>
<tbody>
<tr>
<td>BART/ Heavy Rail</td>
<td>3850 avg per station</td>
<td>50-150 units/acre</td>
</tr>
<tr>
<td>Light Rail</td>
<td>3300 avg per station</td>
<td>40-80 units/acre</td>
</tr>
<tr>
<td>Bus Rapid Transit</td>
<td>2750 avg per station</td>
<td>30-60 units/acre</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>2200 avg per station</td>
<td>20-50 units/acre</td>
</tr>
<tr>
<td>Ferries</td>
<td>750 avg per terminal</td>
<td>10-30 units/acre</td>
</tr>
</tbody>
</table>
Prometheus

- A multi-family development with 218 housing units located near bus transit and Caltrain station in downtown San Mateo

San Mateo
San Mateo County

HIP Grant: $682,500

HIP to fund pedestrian and streetscape improvements along Third and Fourth Avenues in downtown San Mateo (same project area).
Station Area Planning Program

Assisting local gov’ts to upzone around new transit corridors
The Atlanta BeltLine is in the heart of the Atlanta region & utilizes historic freight rail ROW circling the City.
WHERE IS THE ATLANTA BELTLINE?

- **Inside** the Perimeter
- **2 – 3 miles** from Downtown Core
WHERE IS THE ATLANTA BELTLINE?

- Connects 45 neighborhoods
- 6,500 acre redevelopment area
- 22% of City of Atlanta population lives in the Atlanta BeltLine planning area
- 8% of the City’s land mass is inside the Atlanta BeltLine TAD
- 40% increase in Atlanta’s parkland
WHAT IS THE ATLANTA BELTLINE?

Key Elements

Transit
22-mile loop

Parks
1300 + new acres

Trails
33 miles

Jobs & Economic Development
20 areas, 30k jobs

Affordable & Workforce Housing
5,000 Units

Existing Communities & Historic Preservation

Public Art & Streetscapes

Environmental Clean-up
1100 + acres
• Connecting all of Atlanta’s major submarkets.

• 22-mile Transit Loop with 5 new potential connections to existing MARTA service.

• 50 proposed stations

• Modern streetcar or light rail transit
• 33 miles of trails connecting parks, businesses, neighborhoods, and cultural destinations
• Up to 1,300 acres of new parks and greenspace
• Connects and improves existing parks
• The Atlanta BeltLine Arboretum - a 22-mile linear collection of trees
ECONOMIC IMPACTS
Creating Density and Increment

Economic Development Areas

Overview

20 compact development areas

Complete Communities promoting urban style development with mixed income housing

Pedestrian friendly and transit-oriented

Appropriate transitions and scales to compliment existing neighborhoods
ENVIROMENTAL CLEANUP & RE-USE

- Clean up approximately 1,100 acres of contaminated industrial properties
- Reuse of old railroad corridors – 270 acres
- Adaptive use of historic structures
ATLANTA BELTLINE PLANNING
Subarea Master Plans

- Land Use recommendations
- Transportation improvements
- Park Master Plans
- 5 of 10 plans adopted
- Expected adoption of all 10 plans by the end of Q1 2011
Affordable housing is a vital component of the Atlanta BeltLine.

15% of BeltLine TIF net bond proceeds must be set aside in an affordable housing trust fund to be used for affordable workforce housing within the TIF boundaries.

Over 25-year life of TIF: $240 million

More than 5,000 affordable housing units.
AFFORDABLE HOUSING

Overview

DEVELOPER INCENTIVES

For-rent Housing – grant enforced by a Land Use Restriction agreement
- 60% of AMI eligibility cap for affordable units funded by trust fund
- minimum of 15% of all units in each development must be affordable
- requires a minimum 15 year affordability period

For-sale Housing
- 100% of AMI cap for 1/2 person households; 115% of AMI for 3+
- minimum of 15% of all units in each development must be affordable
AFFORDABLE HOUSING

Overview

HOMEOWNER INCENTIVES: DOWNPAYMENT ASSISTANCE

- 10 – 20% of purchase price
- Purchase price limit is $252,890
- Must be in the BeltLine Tax Allocation District.

Income eligibility

- 1 or 2 person household: $71,200 household income or less
- 3 or more person household: $81,800 household income or less

Assistance is in the form of a 0% interest second mortgage
Repayment of mortgage is due in full upon sale, refinancing, or when the home is no longer owner-occupied.
Mortgage loan is forgiven after 15 years.
The BeltLine Affordable Housing Advisory Board (BAHAB)
• Made up of local affordable housing experts
• Recommends policies and goals for the affordable housing trust fund

Atlanta Land Trust Collaborative (ALTC)
• Independent, non-profit organization committed to maintaining permanent affordability in Atlanta BeltLine neighborhoods and throughout the City of Atlanta through the use of Community Land Trusts
AFFORDABLE HOUSING
Progress Update

• Up to $240 million allocated through the Atlanta BeltLine TAD (15%) over 25 years via Trust Fund

• Affordable Housing Trust Fund currently capitalized over $8 million

• 30+ closings through down-payment assistance program

• Established Atlanta Community Land Trust
Join us at t4america.org

Work with Us!

Transportation For America