



For More Information

Following are strategies and resources that offer more in-depth information on promoting affordable housing in your station area. These tools can be accessed at www.latod.reconnectingamerica.org.

Strategy	Measures to Examine	Resources
Preservation of Affordable Units	<ul style="list-style-type: none"> Expiring Affordable Units 	<ul style="list-style-type: none"> Regional Screen Map of Expiring Units Station Profile Sheets
Offering High Quality Transit Options	<ul style="list-style-type: none"> Housing + Transportation Affordability Index 	<ul style="list-style-type: none"> CNT's H+T Index (www.htaindex.cnt.org) SCAG H+T Index Toolkit (http://www.compassblueprint.org/toolbox/affordabilityindex)
Prioritize New Public Investment	<ul style="list-style-type: none"> Housing + Transportation Costs 	<ul style="list-style-type: none"> Regional Screen Map of Transportation Cost Regional Screen Map of Median Income Mixed Income 201 (Available at reconnectingamerica.org)
Mixing Land Uses	<ul style="list-style-type: none"> Current Mix of Land Uses Community Amenities in a Station Area 	<ul style="list-style-type: none"> Typology Matrix Station Profile Sheets Amenities Map
Enhancing Access to Job Centers	<ul style="list-style-type: none"> Proximity and Regional Transit Links to Existing Job Centers 	<ul style="list-style-type: none"> Employment Clusters Map

Who We Are: The Center for Transit-Oriented Development (CTOD) is the only national nonprofit effort dedicated to providing best practices, research and tools to support market-based transit-oriented development. We partner with both the public and private sectors to strategize about ways to encourage the development of high-performing TOD projects around transit stations and to build transit systems that maximize the development potential. Learn more at our website: www.reconnectingamerica.org.

Our Work in Los Angeles: Working with the City of Los Angeles, LA Metro and other stakeholders to better understand the dynamics of transit and development around all 70 (existing and planned) stations in the city, we have developed a set of tools used to analyze station areas in Los Angeles for their potential for TOD. Find out more at the project website: www.latod.reconnectingamerica.org.

i American Public Transportation Association, http://www.apta.com/mediacenter/pressreleases/2009/Pages/091110_transit_savings.aspx.
 ii Center for Transit-Oriented Development. Available at www.reconnectingamerica.org.
 iii Harrell, Rodney, Allison Brooks, and Todd Nedwick, "Improving Affordability and Access in Livable Communities: Subsidized Housing Opportunities Near Transit and the 50+ Population." Washington, D.C.: AARP Public Policy Institute, September 2009. Available at www.reconnectingamerica.org/reports/.

Bringing TOD to Scale in Los Angeles

Why is TOD Important to Affordable Housing?

Financially constrained households must weigh the costs of living in different neighborhoods—costs that cannot be accurately estimated unless one combines the local cost of housing with the local cost of transportation. Transit-oriented districts offer lower transportation costs than auto-oriented locations by providing increased access to regional job centers and other destinations in walkable neighborhoods. However, the growing demand for transit-oriented districts is fueling market pressure around transit stations in lower income areas, meaning current residents are becoming increasingly vulnerable to displacement. There is a need, therefore, to enhance and preserve affordable housing stock in TODs.

Low Transportation Costs Support Lower Income Families:

Families in Los Angeles living in neighborhoods connected to subway, light rail and rapid bus can save up to \$10,011 a year on transportation costs.ⁱ Residents and workers have the choice to walk, bike, or take transit when commuting or doing other errands, and can thus live with one less car.

Demand for TOD Growing from all Income Levels:

Whereas in 2000, less than six percent of all households in the region lived near transit, CTOD has forecasted that 22 percent of the region will want to live near transit by 2030 because of changing demographics and an expanding transit network. Nearly two-thirds of this demand is likely to come from households earning less than \$36,000.ⁱⁱ But, with a limited supply of developable, transit-rich land, and high land and construction costs, developers will continue to build housing that caters to the highest of end of market following the economic recovery.

Low Income Families Living Near Transit Are Vulnerable:

With growing demand for new and existing housing in walkable, mixed-use urban neighborhoods, home prices will continue to escalate out of reach for low and moderate-income households.





How is Los Angeles Performing Today?

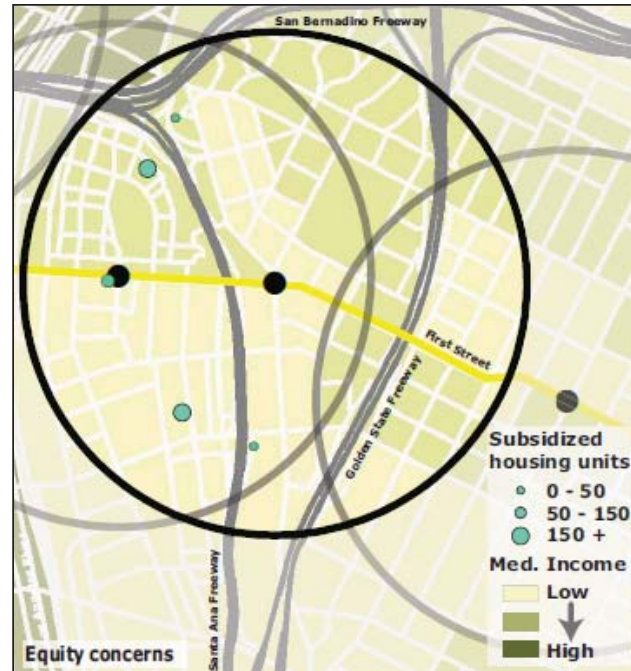
Expiring Units: Contracts on 24,929 Section 8, Section 202, and Section 811 housing units are set to expire in the Los Angeles region by 2014. Over half of these units are located within a quarter mile of a high frequency transit stop, and 82 percent of these transit-adjacent units are projected to expire.ⁱⁱⁱ

Median Income and Renters in Station Areas: Residents in 50 of LA's 71 station areas made below the median income in Los Angeles in 1999, and 65 percent of station area housing units are occupied by renters. Many station areas have even higher shares of renter-occupied households, particularly along the Red Line, the Eastside Extension, the Blue Line and the Exposition line.

Transportation Costs for Residents in Low Income Station Areas: While many lower income station areas also have low transportation costs, only eight of the stations in LA have transportation costs below 19 percent of the city's median income, which is considered the affordability threshold for transportation costs. There are also several Orange Line stations with low household incomes but relatively high transportation costs.

Changing and Vulnerable Neighborhoods: Dramatic changes in median income, income diversity, the prevalence of families and highly educated residents can identify neighborhoods where lower income residents may be vulnerable to displacement. 15 of the 71 stations in Los Angeles had experienced some of these dramatic changes between 1990 and 2000, and different neighborhoods may have seen similar changes between 2000 and today.

A Funded Plan for Improving Transit: Voter-approved Measure R will raise \$30 billion to fund 11 new rail and bus extensions, the largest local initiative to support transit funding in the United States. These investments can support lower income residents by creating more areas with low transportation costs. For example, bus and rail service in the Los Angeles basin is relatively



frequent (15 minutes am to pm peak), but areas of the San Fernando Valley do not enjoy the same transit access. Median incomes in many parts of the San Fernando Valley are below the city average, suggesting that these households may be more dependent on the limited transit systems available.

How Can We Further Use TOD to Support Affordable Housing?

Preservation of Affordable Units: Small parcel sizes and limited land opportunity near the some of the city's existing and planned transit stations pose implementation challenges to promoting affordable housing development near transit, making preservation of existing affordable units a key component of station area planning. Preservation of existing affordable housing is even more critical because so many of the existing contracts for federally subsidized housing are expiring.

Offering Higher Quality Transit Options: Improving the frequency and intermodal connections between bus and rail service will also lower transportation costs and enhance connections to job centers.

Prioritize New Public Investment: Places with low transportation costs should be prioritized for future investments in affordable housing, in order to make low transportation costs available to a greater number of lower income households.

Adding Local Shopping and Services: Increasing the mix of uses in a station area can enable households to drive less, and shorter distances, to take care of daily needs. Having nearby amenities reduces transportation costs and supports a more diverse community.

Enhancing Access to Job Centers and Other Regional Destinations: Concentrating jobs near transit increases regional access for all residents, and connecting lower income residents to jobs through transit helps decrease their transportation costs and increases their access to upwardly mobile career paths.

