

# Presentation to the Economic Development & Workforce Services Interim Committee 6/17/15

Steve Erickson

Crossroads Urban Center

Utah Chapter of the National Association of Housing and Redevelopment  
Officials (NAHRO)

# Transit Oriented Development and Affordable Housing Opportunities:

## Benefits to Transit Agencies:

- Reduced auto use/Increased Transit Use
- Enhanced transit customer experience
- Decreased paratransit costs
- Replacement of surface parking with garages
- Mix of uses linked to transit
- Higher density = more customers with better access
- Strong neighborhood and intermodal link
- Sustainable development
- Market demand/Fair market return

# Transit Oriented Development and Affordable Housing Opportunities:

## Benefits to Communities:

- Reduced transportation costs
- Increased housing affordability/Location affordability
- Variety of choices (in housing retail, office)
- Mixed income/Mixed use
- Densities consistent with neighborhoods = vibrant communities
- Pedestrian and bicycle friendly
- Increased economic opportunity
- Access to employment
- Improved air quality/quality of life

# HUD's Location Affordability Index

Housing Costs + Transportation Costs = Location Affordability

(If these two costs exceed 45% of income, your town/city is not affordable to you.)

% of Median Income:	100% AMI	80% AMI	50% AMI	20% AMI
Persons/Commuters:	(4/2)	(3/1)	(3/1)	(1/1)
Salt Lake City:	46%	43%	62%	106%
Salt Lake County:	51%	45%	68%	120%
Weber/Davis:	50%	45%	66%	123%
Utah	51%	47%	68%	124%
San Francisco	43%			
Denver	46%			
New York City	47%			
Los Angeles	48%			

# “Best Practices in Transit Agency Joint Development”

Study by Fresc/Enterprise in 2009 surveyed 24 cities found:

- At least 9 transit agencies had joint development policies that included affordable housing and another 6 had completed joint development projects
- At least 3,408 affordable units were created in those cities with another 1,813 in planning and development
- Of those 3,408 units, 70% were available or households earning 60% to 80% of AMI, 17% for those at 30%-50% AMI, and 4% for those with incomes less than 30% AMI
- In metro Denver, more than 10% of low-income workers near rail stations use transit as their primary commute mode (2x other income groups).

# Transit Agencies with Affordable Housing Policies

(Fresc/ Enterprise, 2009)

- Atlanta Beltline TAD Ordinance and Beltline Affordable Housing Trust Fund funds affordable housing units in the Beltline transit economic development area
- Charlotte CATS Affordable Housing Transit Policy encourages 20% of units within ¼ mile of transit stations be affordable, 5-25% within ½ mile
- Chicago RTA's Housing and Jobs Policy states that the agency must support development of mixed-use and workforce and affordable housing near transit
- King County (WA) Dept. of Transportation's TOD Policy requires all surplus land be evaluated for affordable housing
- Los Angeles Metro encourages mixed income and affordable housing
- Portland Tri-Met's Property Policy promotes transit equity and location efficient housing
- Baltimore, San Francisco and Sacramento transit agencies exceed their cities' requirements for affordable housing near transit

# INCENTIVES FOR AFFORDABLE HOUSING IN TOD's

Transit agencies can provide land sales, long-term land leases, land swaps

Local Governments can provide:

- Reduced parking minimums
  - Density bonuses/minimums
  - Collaborative planning process
  - Collaborative land assembly
  - Streamlined permitting
  - Tax waivers/reductions
  - Policies to preserve existing affordable units
  - Inclusionary policies
  - Direct investment/Financial assistance
- Impact fees
  - Joint Development Agreements
  - Assessment districts
  - Reduced set-back requirements
  - Quality design requirements
  - Clear zoning guidelines in place

# FINANCING TOOLS FOR AFFORDABLE HOUSING

- Low Income Housing Tax Credits
  - HOME, CDBG funds
  - Olene Walker Housing Loan Fund
  - General Obligation Bonds (state, local, PHA's)
  - Housing Choice Vouchers (Section 8)
  - Tax Increment Financing (CDA's)
  - General Funds
  - Developer impact fees
  - Subsidize parking, infrastructure
  - Create a specific Transit Oriented Affordable Housing Fund (e.g. San Francisco's TOAH)
  - Regional funding/prioritization of funding for affordable housing at TOD's
- State Housing Tax Credits
  - New Market Tax Credits
  - Local Housing Trust Funds
  - Private Activity Bonds
  - State/local tenant assistance funds
  - Linkage fees
  - FTA funds
  - National Housing Trust Fund
  - CRA funds/loans



Transit oriented development partnerships present an exciting and much needed opportunity to address urban Utah's affordable housing needs, while vitalizing communities, enhancing economic development and improving quality of life.

QUESTIONS?