



# Jobs, Transit and Affordable Rental Housing: Framing the Issue

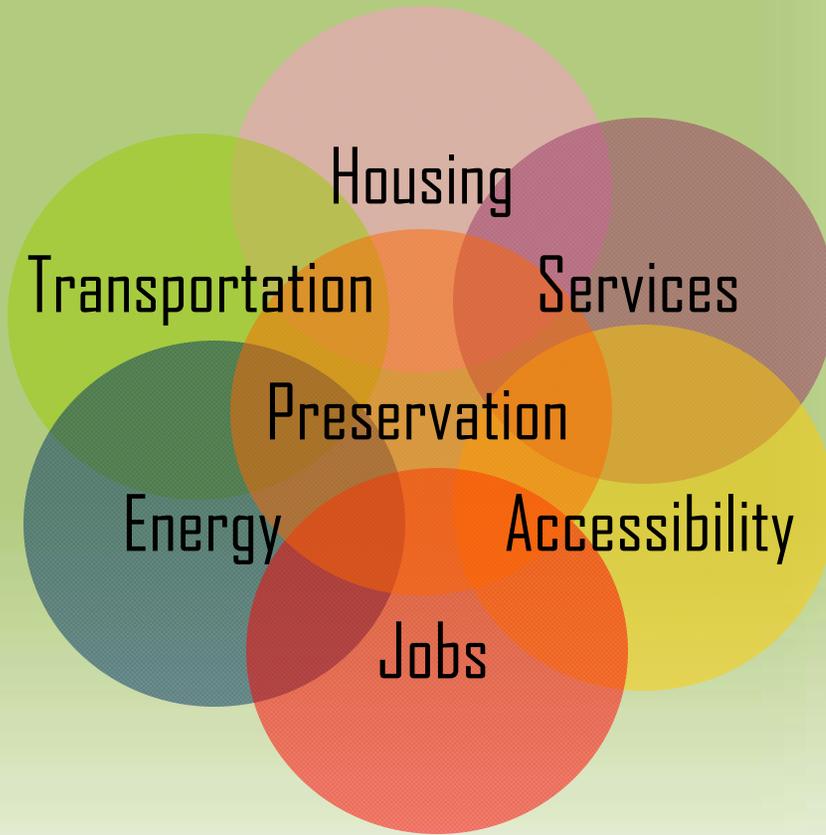
Va. Department of Rail and  
Public Transportation  
Multimodal & Public Space  
Design Guidelines  
Steering Committee  
Meeting  
May 23, 2012



accessibility energy housing  
services transportation  
preservation

# Community Divergence

A fragmented & inefficient community model



# Converging Community Needs &

Supporting Sustainable  
Vibrant Communities

Aligning programs with local /regional priorities

Providing technical assistance

Encouraging and facilitating public/private partnerships

Commitment through long term investment



# Methodology

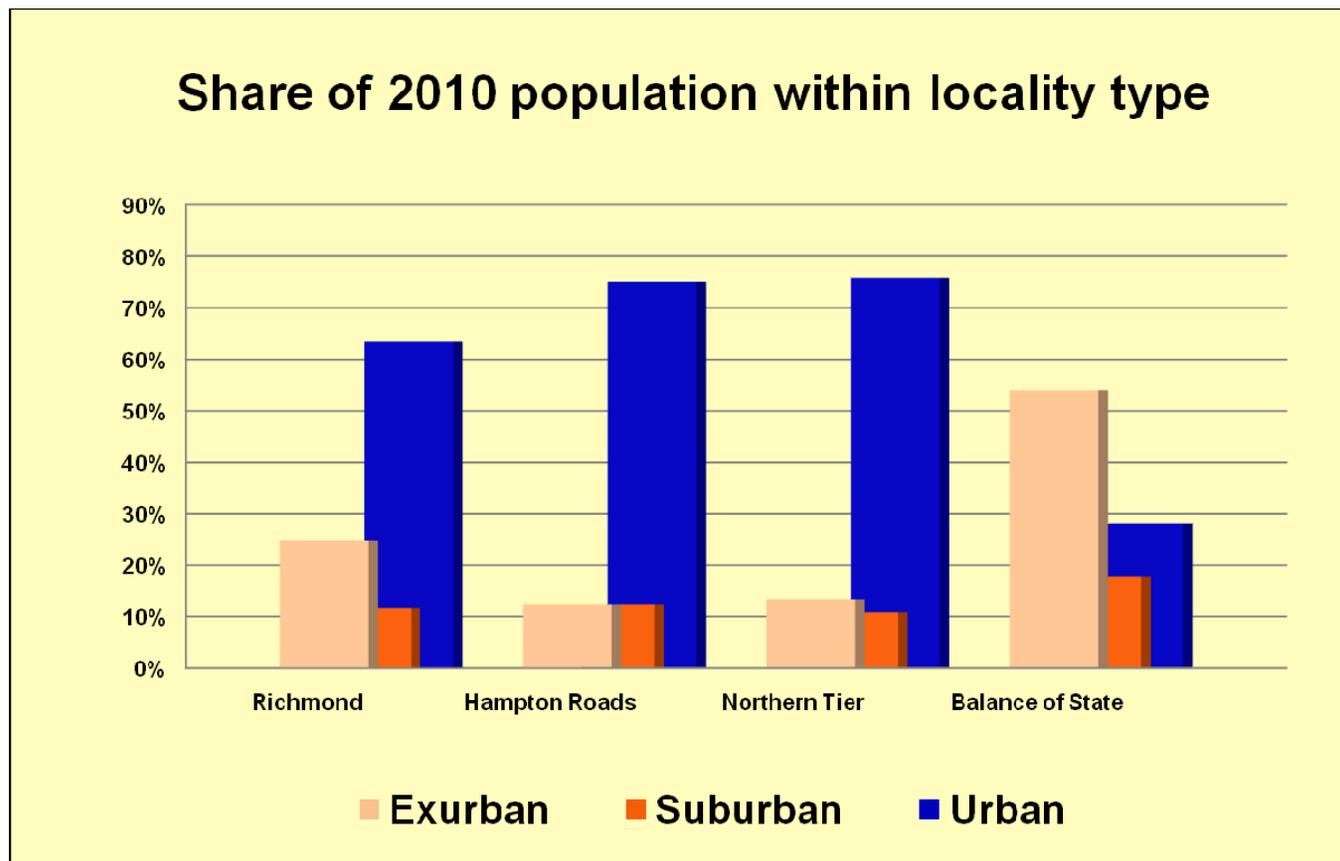
Promoting Sustainable Communities

# Jobs, Transit and Affordable Rental Housing:

Understanding the current relationship within Virginia's three major metro regions

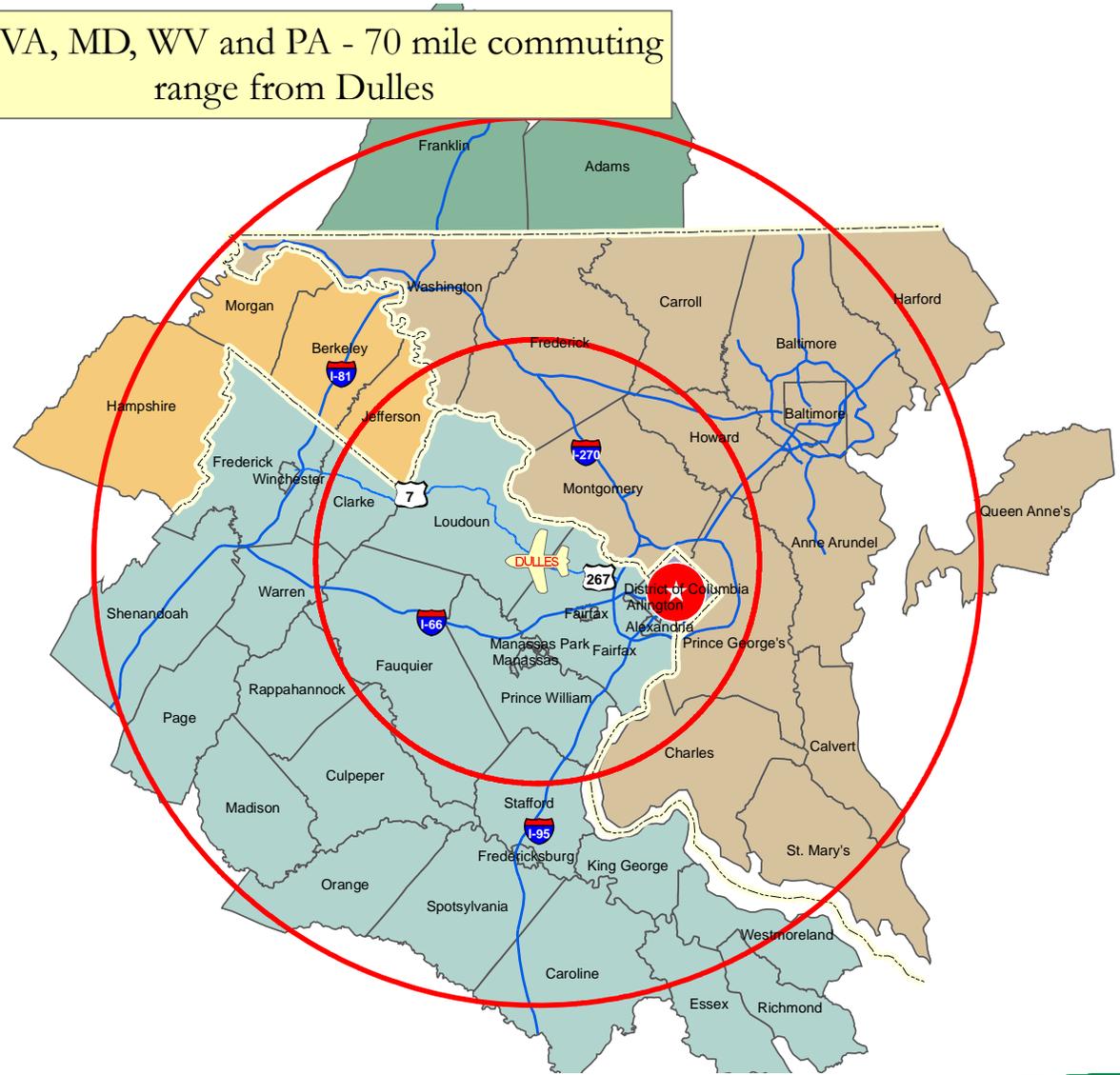


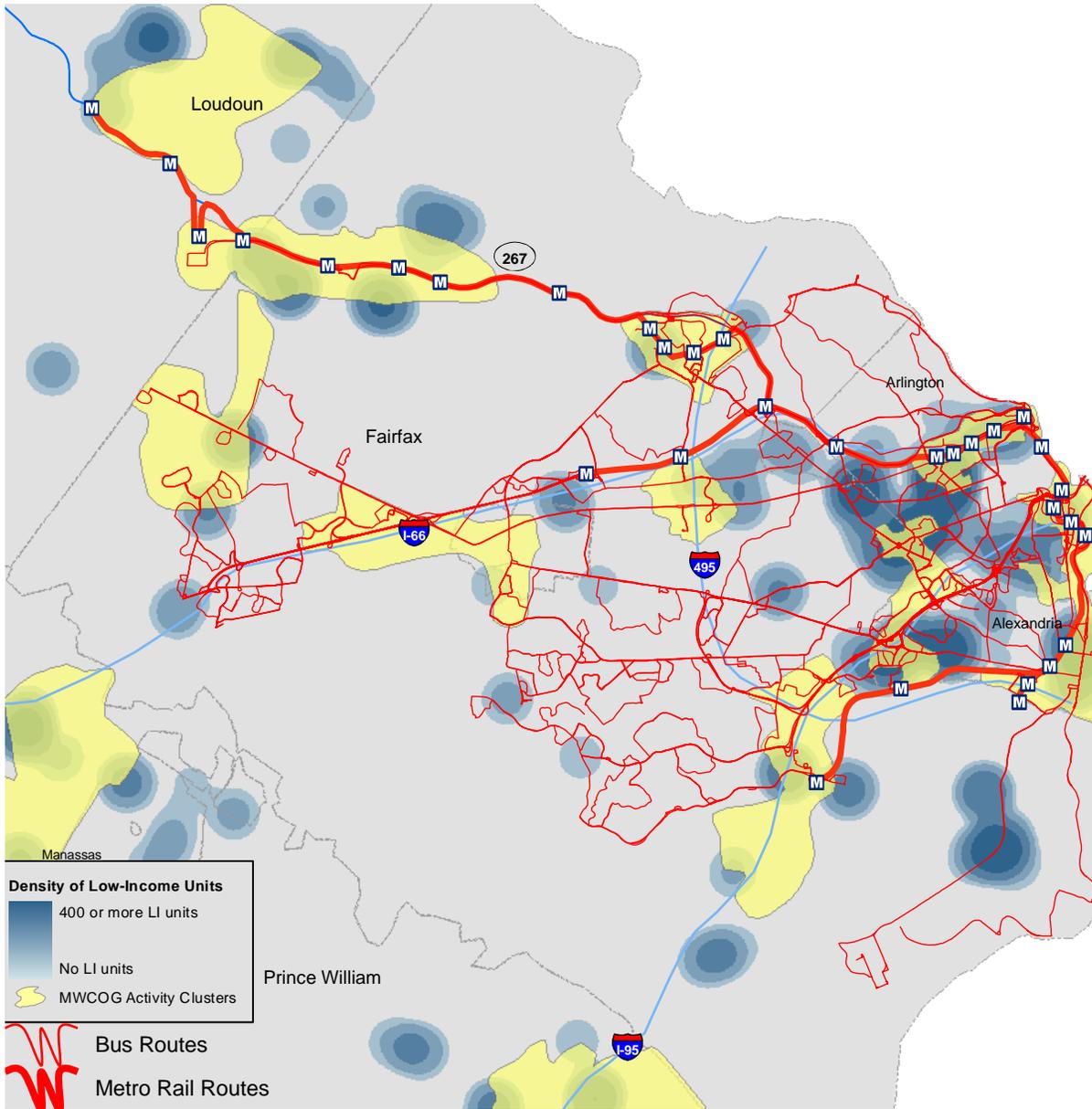
# Virginia's regions exhibit varying degrees of urbanization



# Regional changes mid 80's - Current

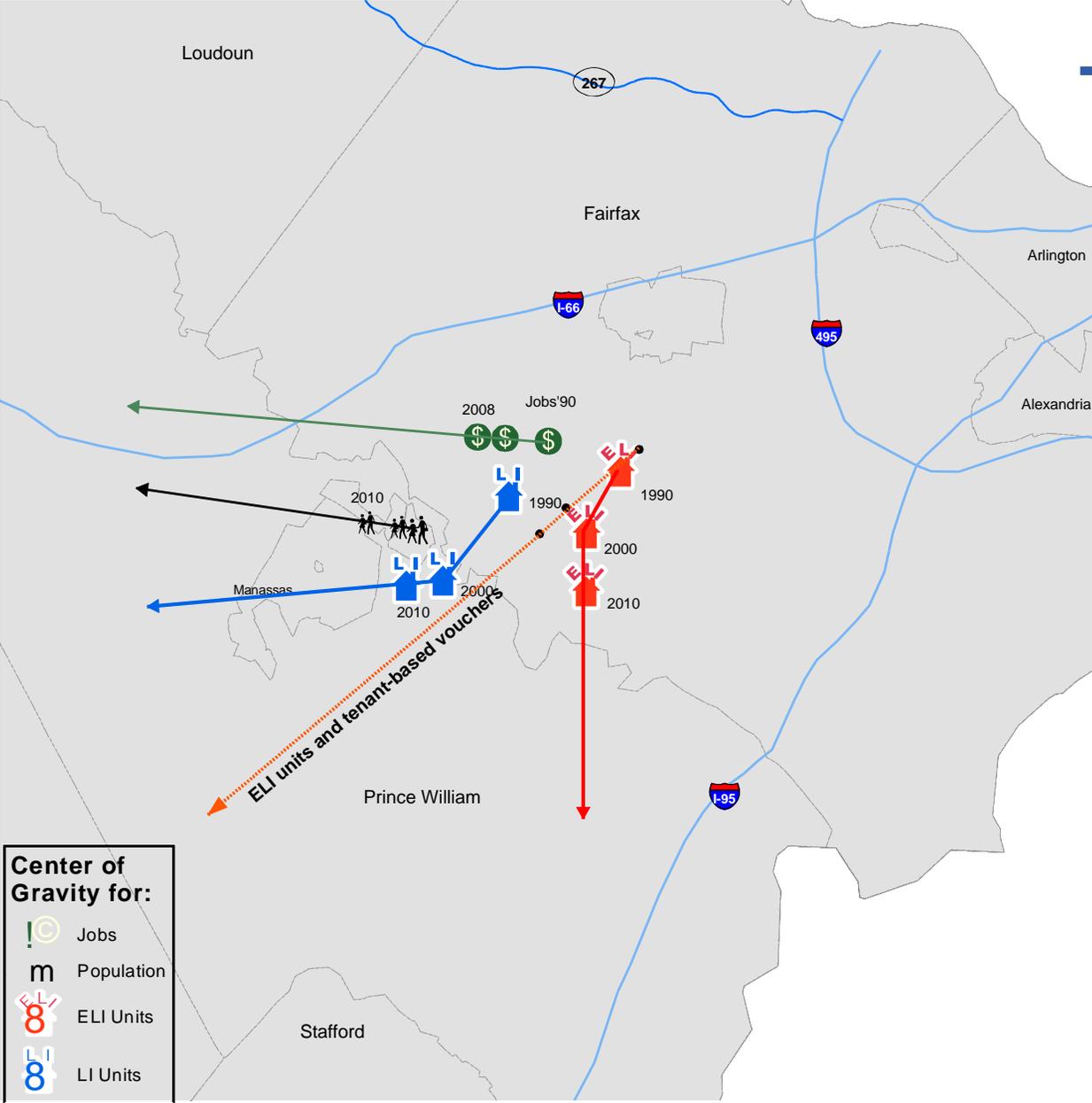
DC, VA, MD, WV and PA - 70 mile commuting range from Dulles





Connectivity is relatively good within the core of the Northern Tier region...

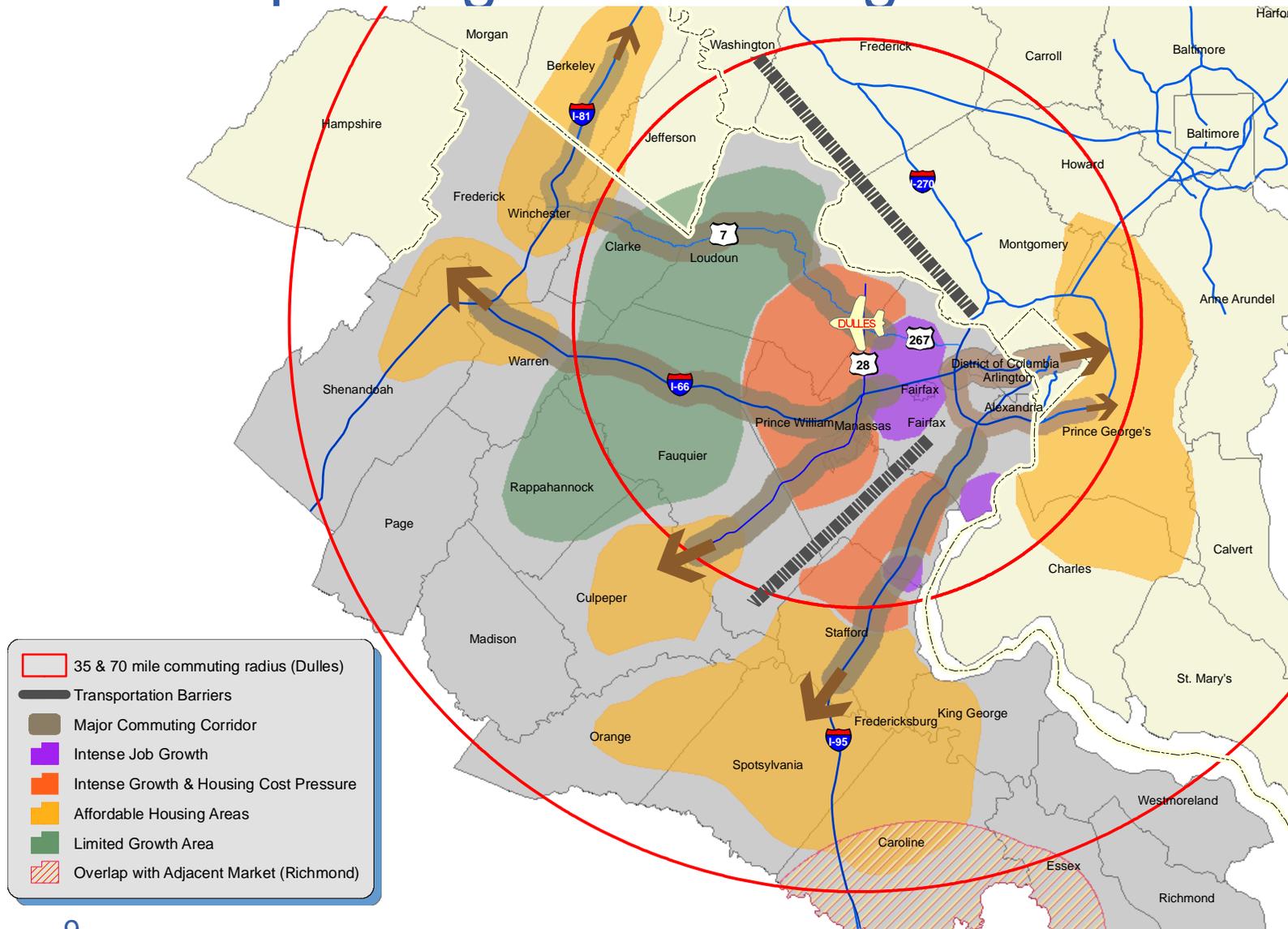
The regional center of gravity for jobs and affordable housing continues diverging



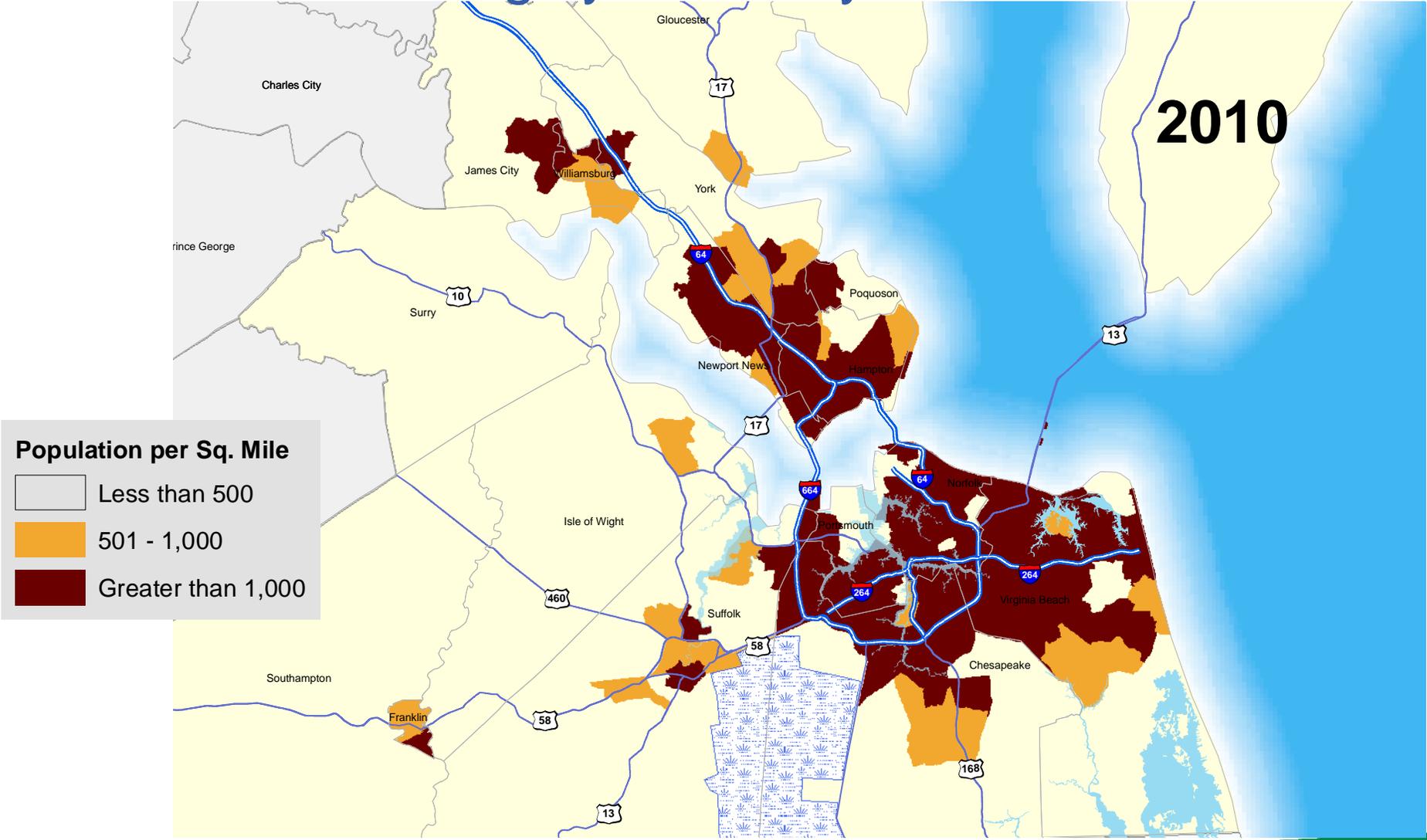
**Center of Gravity for:**

- Jobs
- Population
- ELI Units
- LI Units

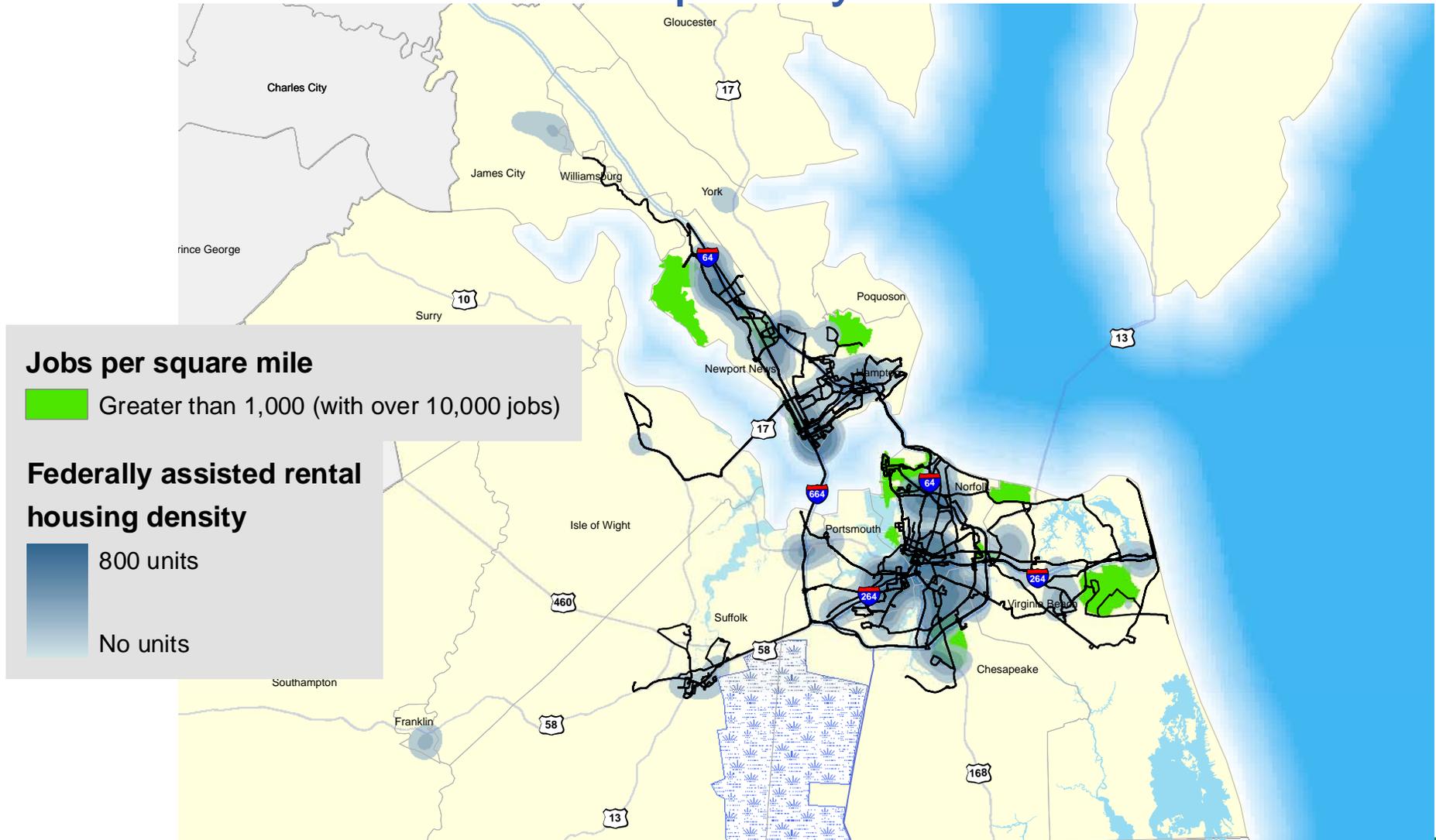
# Conceptually, a housing – jobs- transportation land use paradigm has emerged within the region



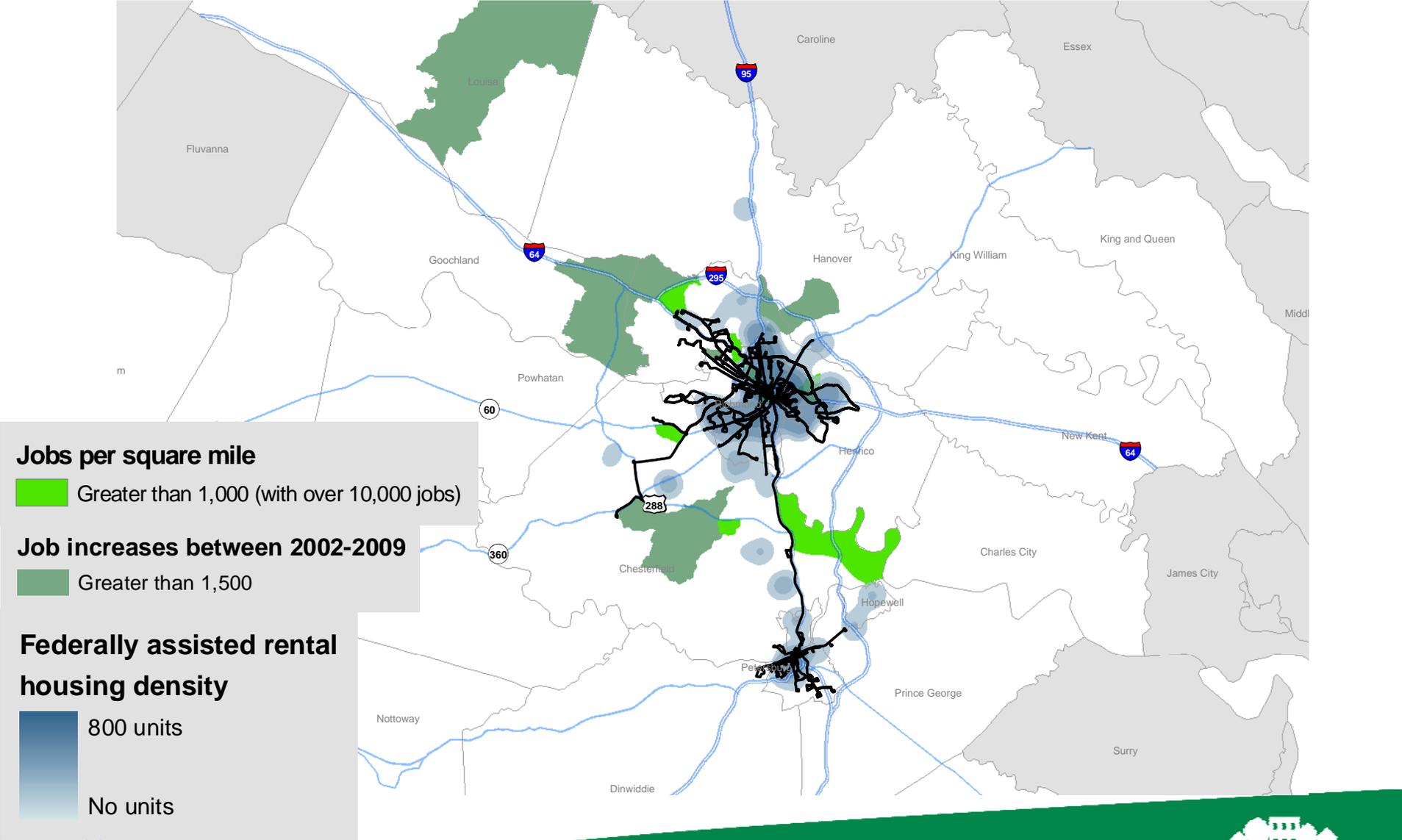
# Land use and urbanization in Hampton Roads has been largely driven by land constraints



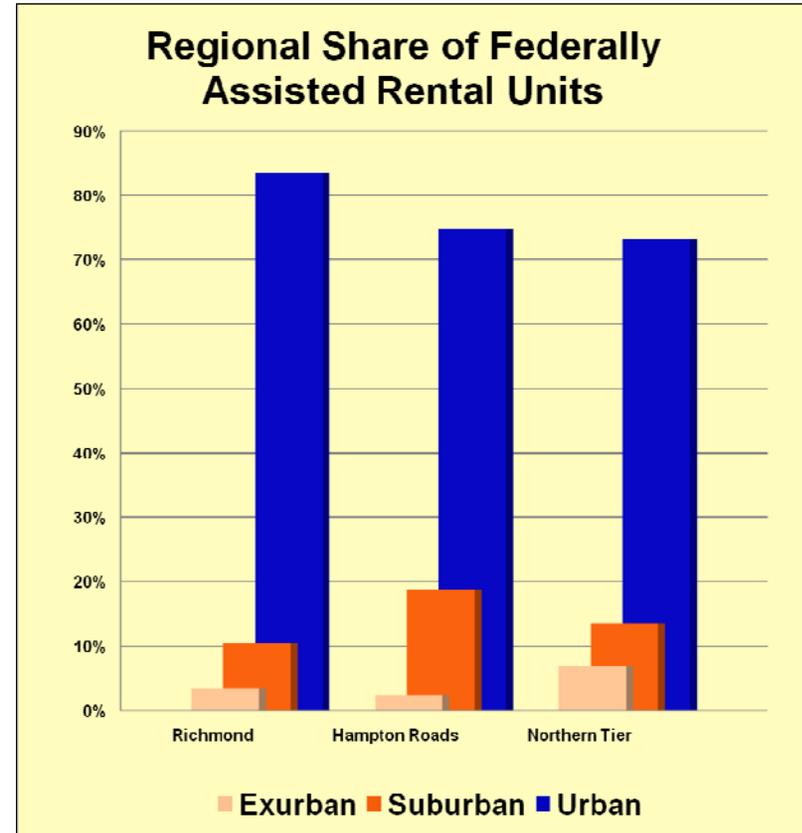
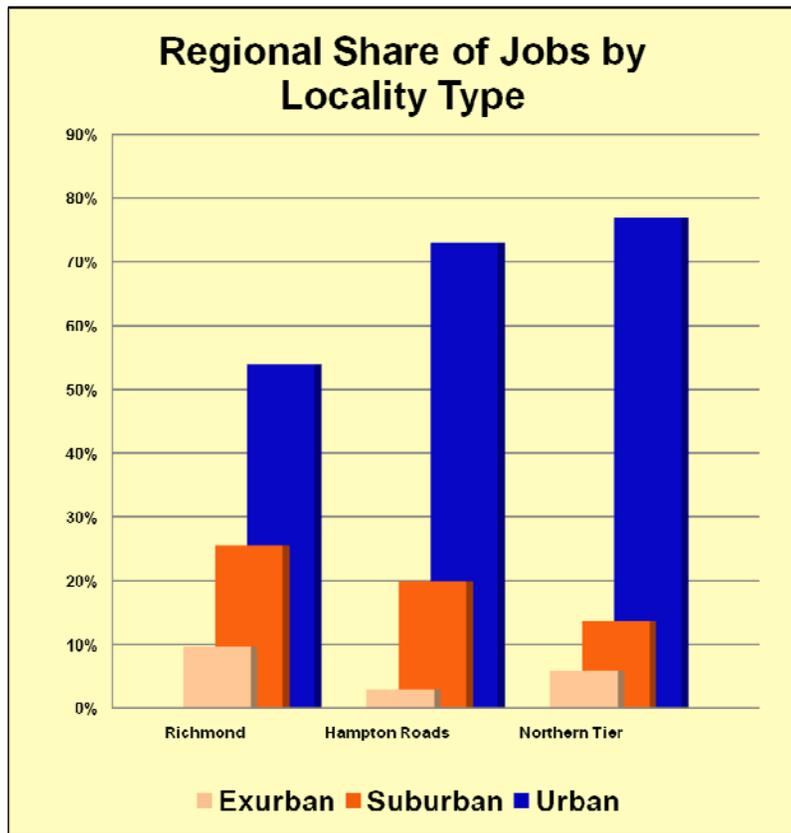
# How well do jobs, affordable rental housing and transit spatially correlate?



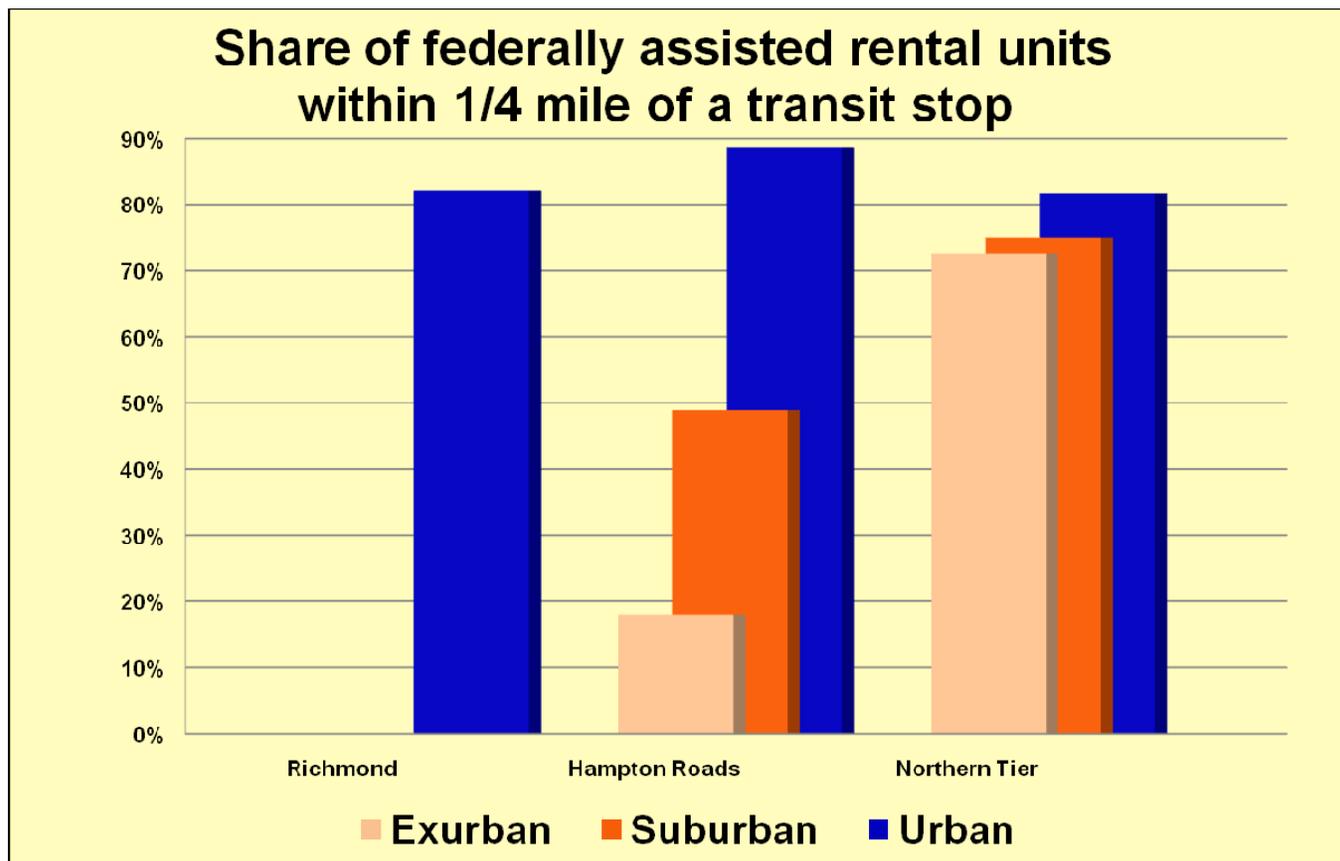
# Land use patterns in the Richmond region are creating a disconnect between jobs, affordable rental housing and transit



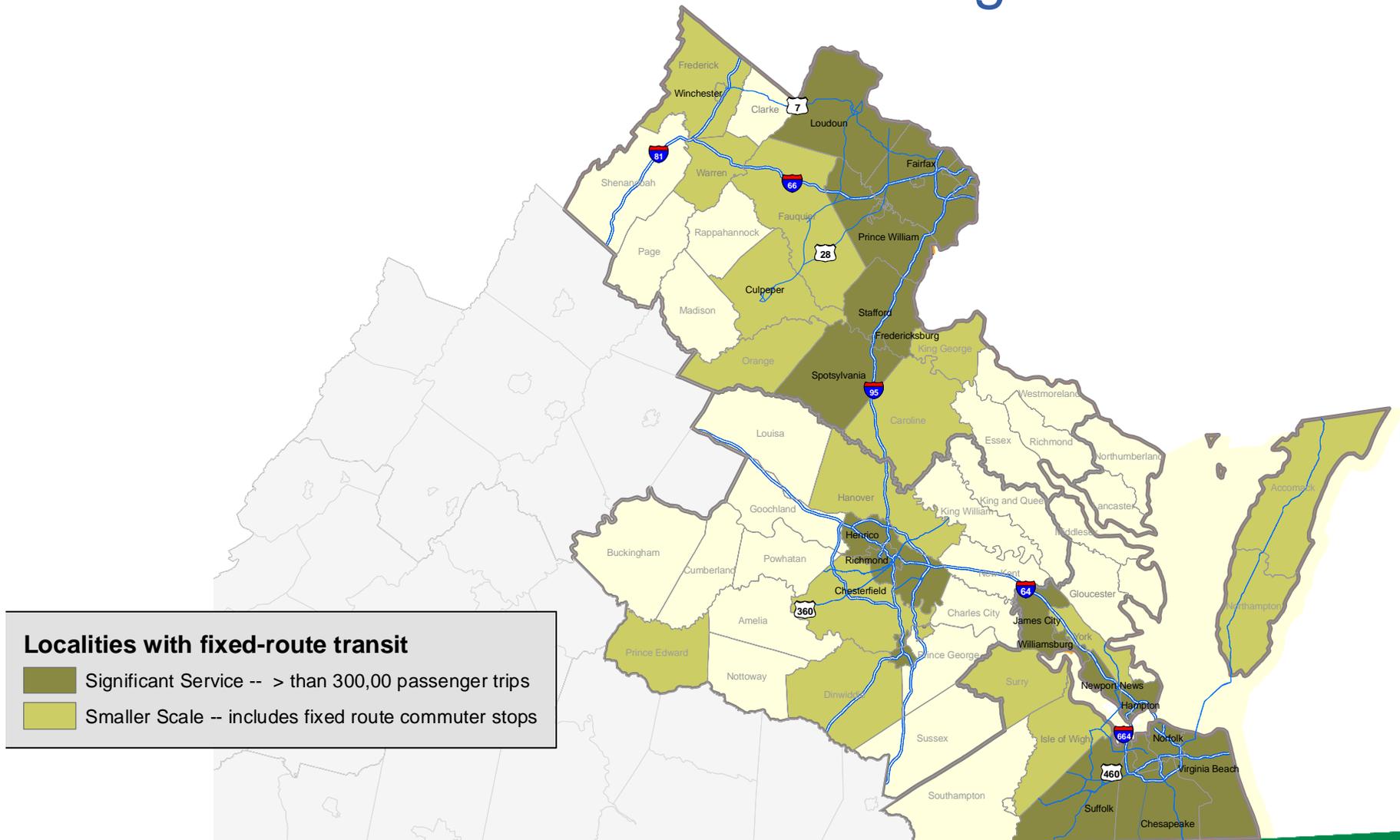
# Northern Tier and Hampton Roads are better balanced than Richmond



# While transit access exists in urban areas this varies in the suburbs and exurbs



# There is more transit than most probably realize across these regions



# How do we best link affordable housing, jobs and transportation?

- In many cases linkage and access exists. Questions then become:
  - How to increase ridership and service frequency?
  - How to decrease ride times?
- Studies suggest increasing employment within transit routes is an effective way to increase ridership. Likewise, research has shown that people living in TODs (transit-oriented developments) are more likely to use transit than those simply working in TOD areas.
  - So, are local land-use plans and ordinances in place to support TOD?
  - What local and regional support exists for increasing current densities within existing transit corridors?

# How do we best link affordable housing, jobs and transportation?

- What local/regional land use policies are in place that specifically encourage job development within transit corridors?
  - Which best practices are relevant and can be replicated?
  - Strategic Growth Areas (SGA) / Activity Clusters
- How do we overcome/overhaul legacy hub and spoke systems?
- To what extent should efforts be directed towards extending transit and housing into growing suburban centers versus increasing densities within existing, established urban transit corridors?

# Mixed- Use Mixed- Income

A Mechanism for  
Supporting Sustainability

# *Benefits of Mixed-Use/ Mixed-Income Developments*

- Bring people closer to things that are needed on a day to day basis
- Efficient use of public land and public infrastructure
- Create a pedestrian friendly neighborhood that is self sustaining
- Promote inclusion and diversity by providing housing for people of all income levels within one development
- Corridor reinvestment & revitalization

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