



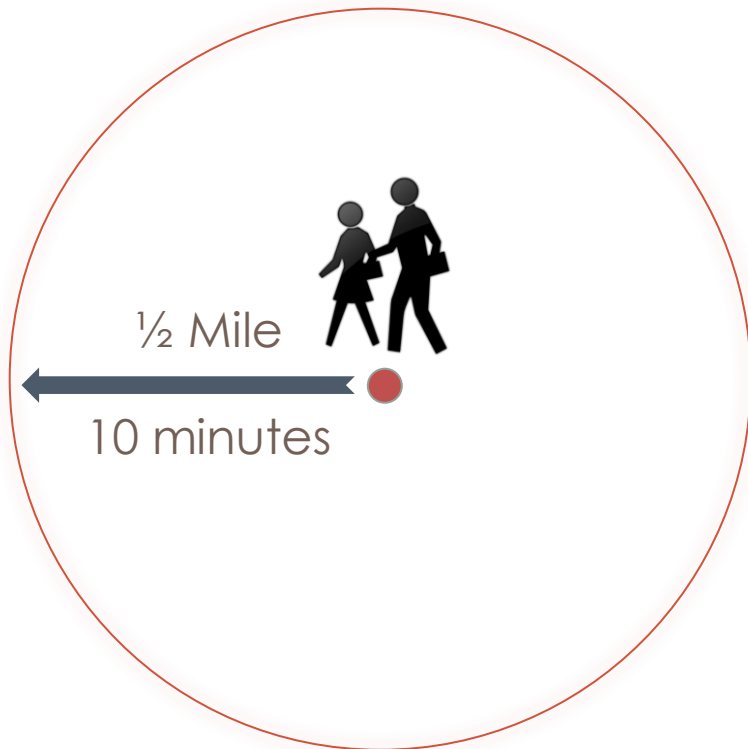
DENSIFYING TRANSIT SHEDS

Stimulating Market-Rate Affordability Near Transit

Adam Old — Community Scholars in Affordable Housing 2016

What is a Transit Shed?

The distance an average person will comfortably walk to take transit.



- Best guess is about 1/2 mile or 10 mins. ¹
- Walk sheds are larger when street amenities like trees, sidewalks, slow traffic, storefronts, good lighting, enclosure, and other pedestrians exist.
- Transit Sheds are larger when transit runs more frequently, faster, better, but that costs \$

Rail Sheds—Existing & Proposed

Urban_Development_Boundary

Existing Tri-Rail & Metrorail

Proposed Rail Lines

Half-Mile Transit Sheds

East-West Line (?)

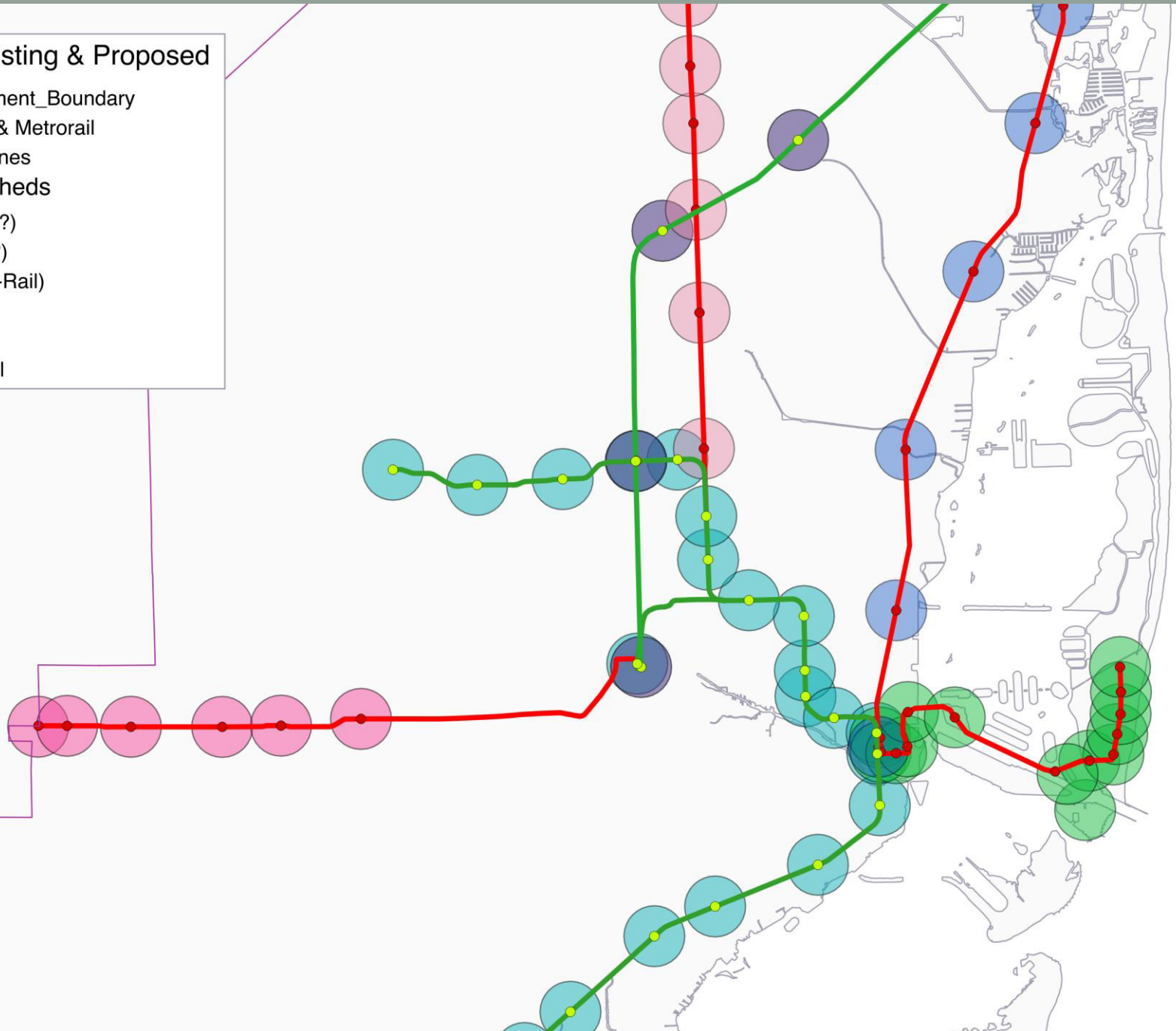
North Corridor (?)

Coastal Link (Tri-Rail)

Bay Link (LRT)

Existing Tri-Rail

Existing Metrorail



Affordability & Transit

Cost Burden/Ridership

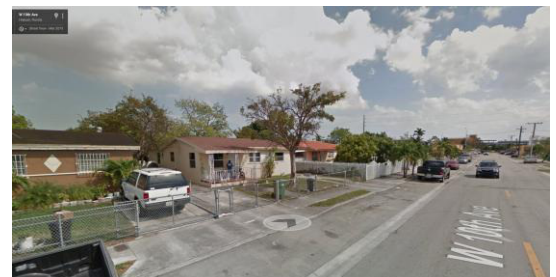
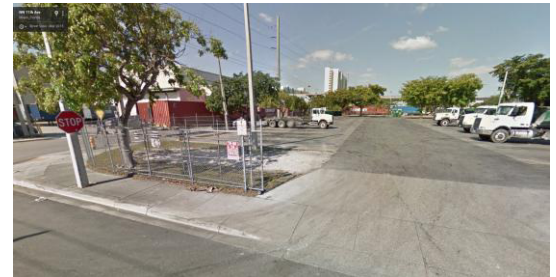
- Avg. person in Miami Dade pays more than 30% of their paycheck for transportation costs.²
- Living near high-quality transit can immediately reduce that cost burden by average of \$9,022/yr³. But not many homes near transit and transit frequency low.
- High-quality rapid transit needs at least 33 dwelling units/acre near stations to be cost effective⁴. The more the better.



Current Transit Sheds are Mostly Low-Density

Why?

- **Parking requirements** (~1.5 spaces/unit)
- **Setbacks, Lot Coverage Max, F.A.R.**
- **Height Limits**
 - Upzoned land is \$\$\$/sqft
- **Allowed Density** units/acre are low
 - Too low for great transit
 - Too low to profit w/out building \$\$\$ units
- **Sewer** infrastructure

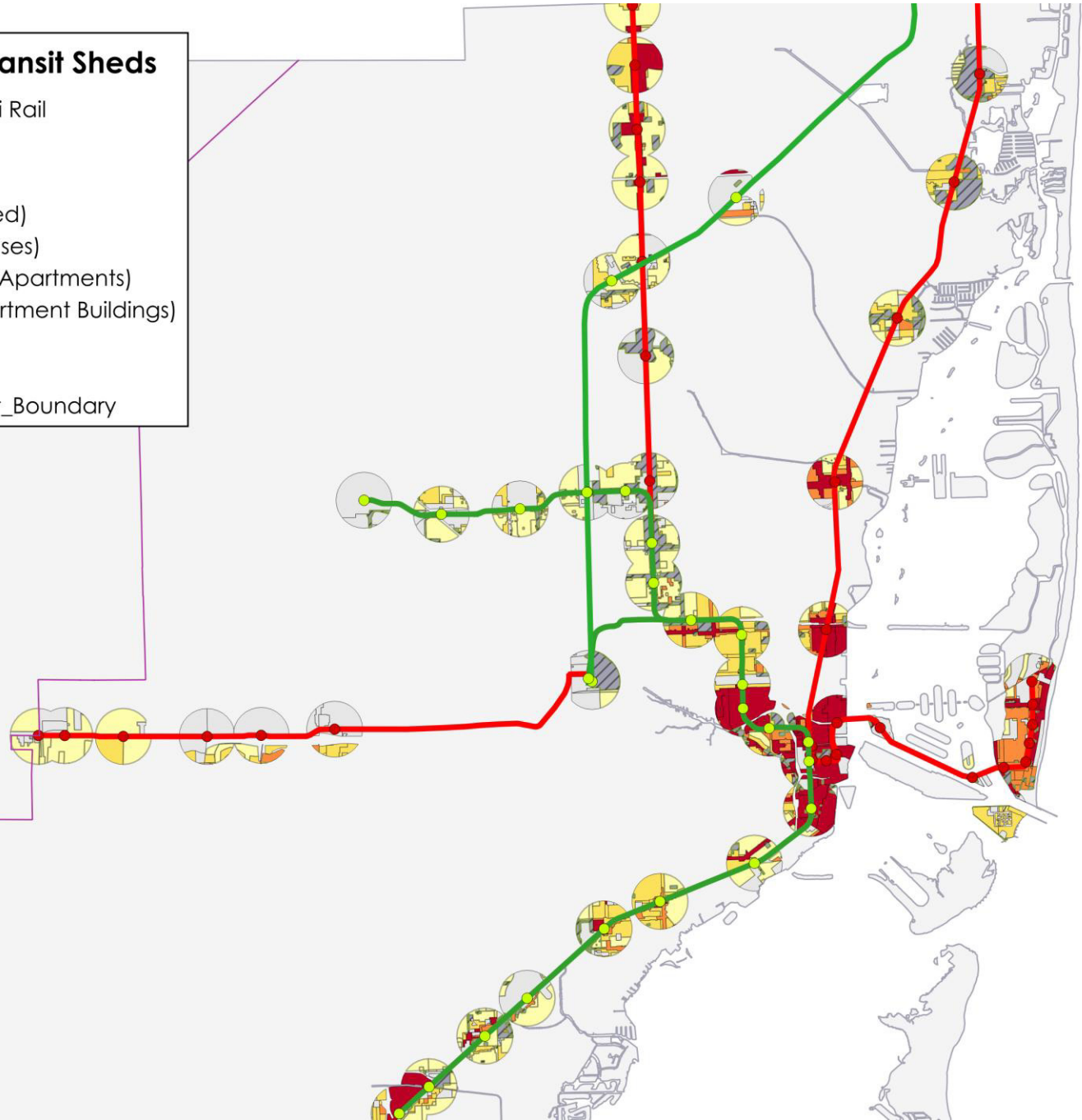


Zoned Density of Transit Sheds

- Existing Metrorail & Tri Rail
- Proposed Rail Lines

Density

- 0 (No Housing Allowed)
- 1 - 12 (Suburban Houses)
- 12 - 36 (Townhouses/Apartments)
- 36 - 100 (Larger Apartment Buildings)
- 100 - 150 (Highrises)
- ?
- Urban_Development_Boundary



Transit Overlay Zoning

Partner with cities and districts to opt in or come up with their own similar neighborhood plan.

- **Removing Parking Requirements** could add units *in same envelope* and drop prices by 18%.
- **Doubling density** in Townhouse Zoning (T4) and General Urban (T5) could add many smaller units.
- **Adding Mixed-use** residential to add transit-accessible jobs.
- **Upzoning Low Density SFR (T3)** to Townhouse (T4) could add many more units.
- **Add height bonuses** for 30% inclusionary, could add immediately affordable units.

Notes & Further Reading

COST BURDEN

1. FTA 2011 [Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law](#)
2. The average monthly income is \$2,882 in Miami, while transportation takes out \$922 and housing another \$1,152, according to the 2006 to 2010 American Community Survey
3. APTA 2010 [Riding Public Transit Saves Individuals \\$9,242 Annually](#)
4. Litman, T. 2016 [Parking Requirement Impacts on Housing Affordability](#)

DENSITY

5. [Miami-Dade County Zoning Districts](#)
6. Cervero R. & Guerra E. (2011) [Urban Densities and Transit: A Multi-dimensional Perspective](#)
7. Ellis, JG (2004) [Explaining Residential Density \[Research & Debate\]](#)
8. Sorlien, S (2016) [Transect Collection: Photographs of Built and Natural Environments](#)

TOD

9. ITDP TOD Standard v2.1
10. FDOT 2011 [A Framework for Transit Oriented Development in Florida](#)
11. SFRTA 2013 [Tri-Rail Coastal Link Station Area Opportunities](#)
12. PolicyLink 2008 [Equitable Development Toolkit: Transit Oriented Development.](#)