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/yr\(^3\). 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 effective\(^4\). 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)**
- **?**

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*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
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