

# Close to Home

An Affordable Housing Analysis  
of the Greater Triangle Commuter Rail Corridor

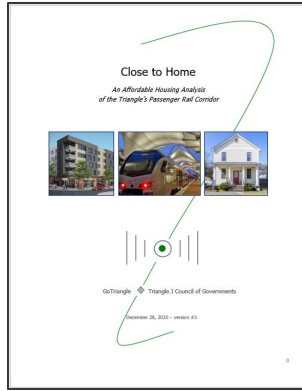


Triangle J Council of Governments

May 2021

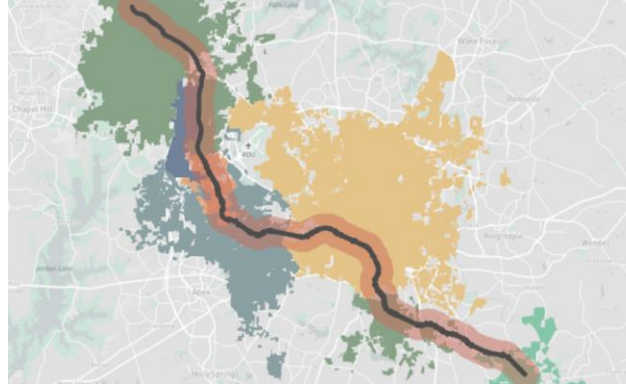
# Passenger Rail Corridor Analysis: Region-Corridor-Station Study Areas

## Affordable Housing Analysis



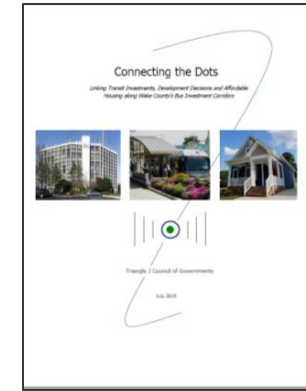
- Key Metrics
- Existing types and locations: legally-binding/affordability-restricted & naturally occurring affordable housing
- Planned additional affordable housing
- FTA CIG scoring calculation
- Opportunity sites & segments

## Travel Market Analysis



- Where workers live
- Where residents work
- Influence of future growth
- Emphasized areas:
  - Travel to Key Hubs
  - Travel from Key Neighborhoods
- Race/Ethnicity
- Income
- Vehicle availability

## Land Use Analysis

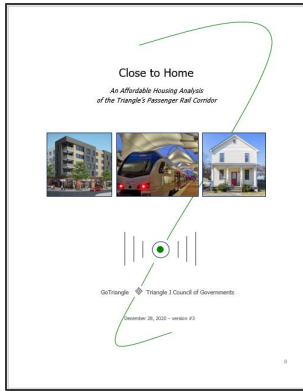


- Place types & development status
- Existing population & jobs
- Capacity for added jobs and residents
- Emphasized topics:
  - Anchor Institutions
  - Community ROW setbacks
  - FTA Joint Development

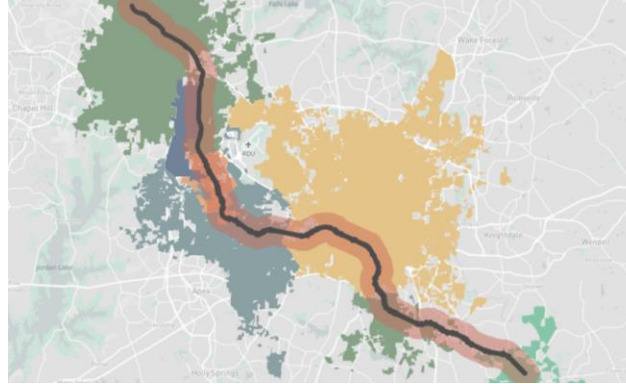


# Opportunity Analysis Framework: Region-Corridor-Station Study Areas

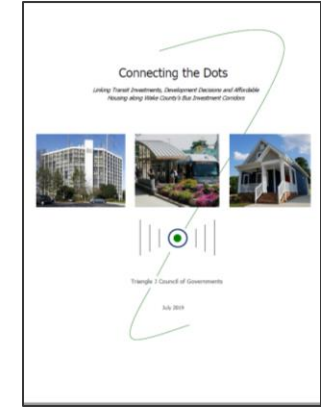
## Affordable Housing Analysis



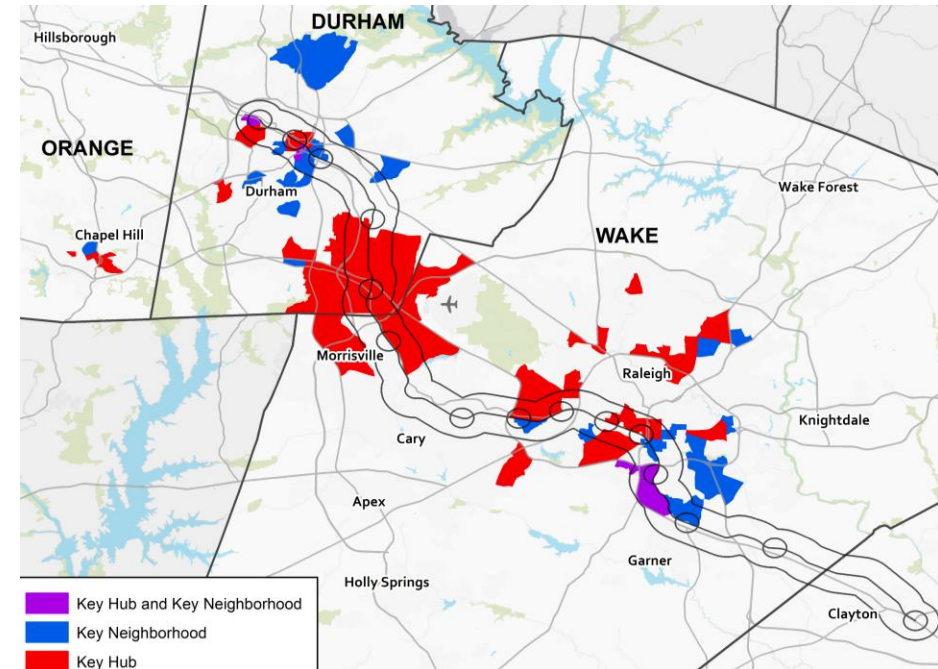
## Travel Market Analysis



## Land Use Analysis



- ❖ Although each analysis stands on its own, there are important relationships:
  - Affordable housing – both existing and potential – is an important **land use**
  - Linking concentrated locations of affordable housing to job hubs are key **travel markets** ➔

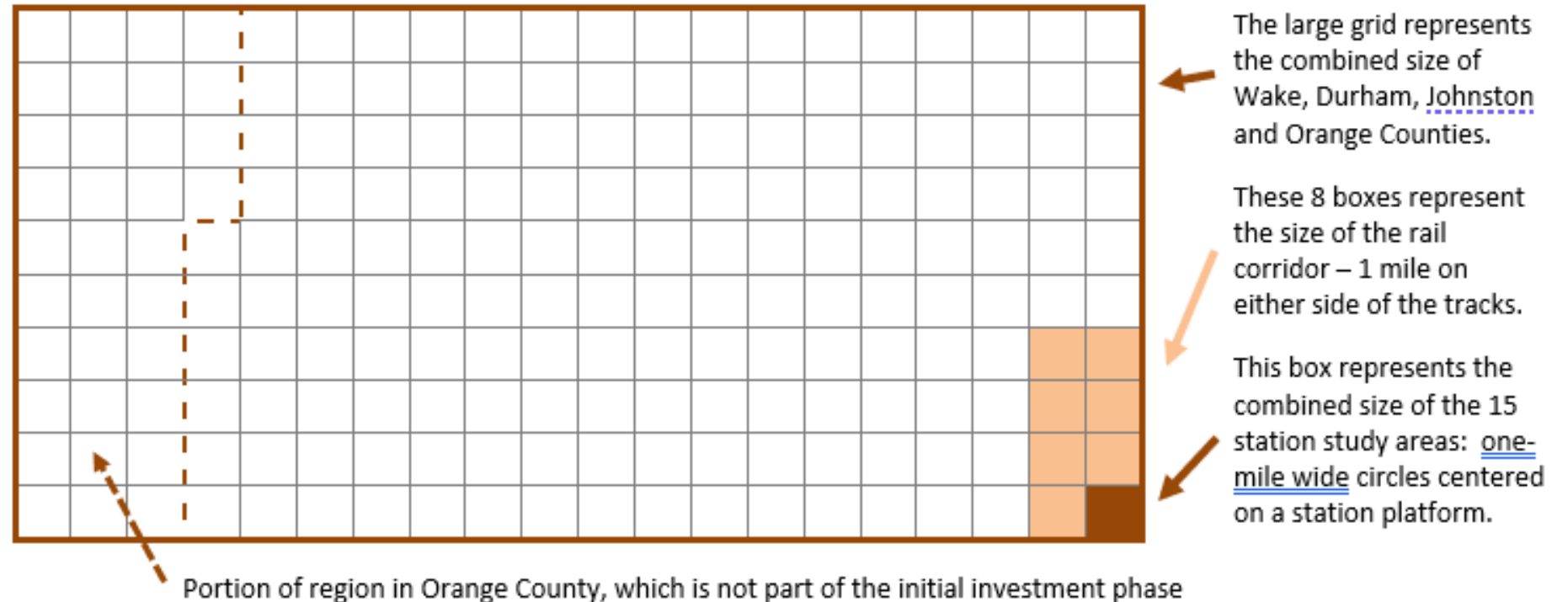


# Opportunity Analysis Framework: Region-Corridor-Station Study Areas

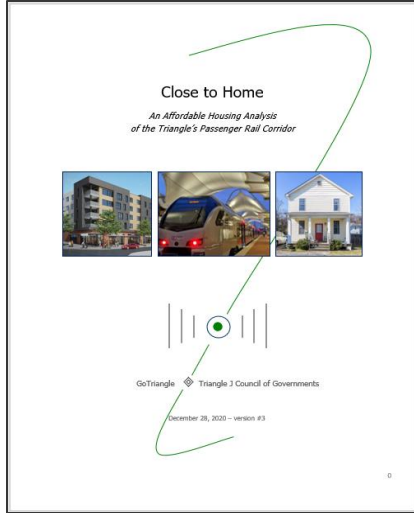
❖ The analysis focuses on three areas:

- ❑ A four-county region through which the rail corridor passes (Johnston, Wake, Durham, Orange)
- ❑ The “rail corridor:” an area within one-mile of the railroad tracks for the planned initial investment
- ❑ “Station study areas:” ½-mile radius circles at 15 locations initially looked at for station feasibility

*Relative Size of The 4-County Region, The 2-Mile Wide Rail Corridor, and the 15 Station Study Areas*



# Passenger Rail Corridor Analysis: Key Metrics



- **Key Metrics**

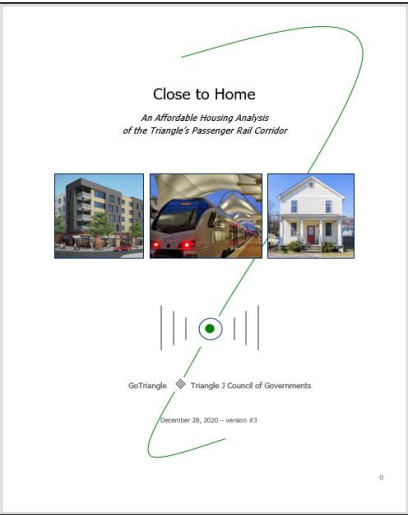
- Existing types and locations:
  - legally-binding/affordable-restricted
  - naturally occurring affordable housing
- Planned additional
- FTA scoring calculation
- Opportunity sites & segments

## What is Housing Affordability?

The diagram illustrates housing affordability using two rows of visual elements. The top row shows a house icon, a plus sign, a lightbulb icon, a less-than-or-equal-to sign, and a one-dollar bill with "30%" written on it. The bottom row shows a plus sign, a blue car icon, a less-than-or-equal-to sign, and another one-dollar bill with "45%" written on it. Below the bottom row, there is a text box with the following text:

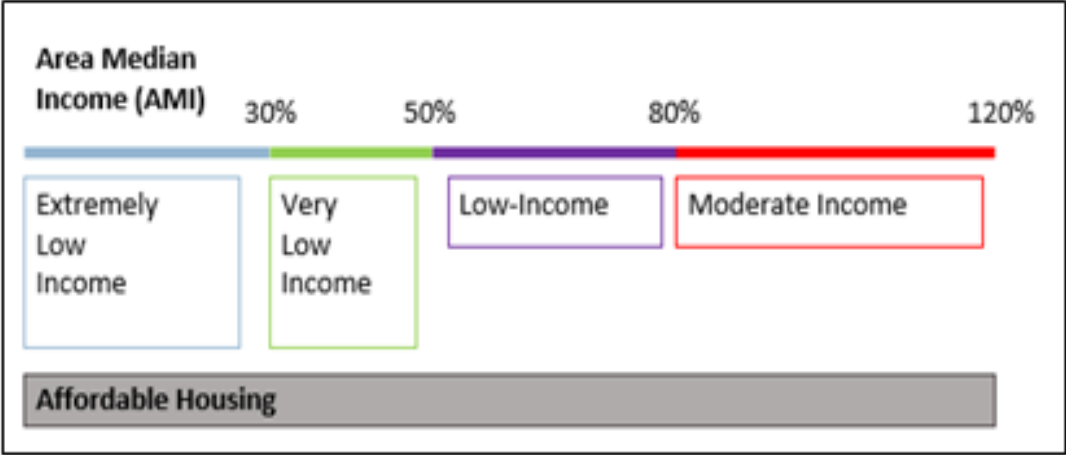
*Mortgage or rent + utilities is less than 30% of household income...  
...adding transportation costs is less than 45% of household income*

# Passenger Rail Corridor Analysis: Housing Analysis



## 2020 HUD Income Limits for Durham-Chapel Hill MSA

## 2020 HUD Income Limits for Raleigh MSA



Area Median Family Income (AMI)	HUD Income Limit Category	Family Size			
		1-person	2-person	3-person	4-person
\$90,900	Extremely Low Income (30% of AMI)	19,100	21,800	24,550	27,250
	Very Low Income (50% of AMI)	31,850	36,400	40,950	45,450
	Low Income (80% of AMI)	50,900	58,200	65,450	72,700

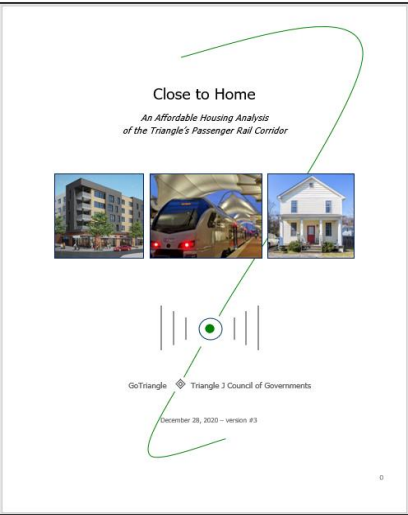
Area Median Family Income (AMI)	HUD Income Limit Category	Family Size			
		1-person	2-person	3-person	4-person
\$94,100	Extremely Low Income (30% of AMI)	19,800	22,600	25,450	28,250
	Very Low Income (50% of AMI)	32,950	37,650	42,350	47,050
	Low Income (80% of AMI)	52,750	60,250	67,800	75,300

- Key Metrics





# Passenger Rail Corridor Analysis: Housing Analysis



## 2020 HUD Income Limits for **Durham-Chapel Hill** MSA

### Affordable Rents (\$) 30% of Gross Monthly Household Income

HUD Income Limit Category	Household Size			
	1-person	2-person	3-person	4-person
Extremely Low Income (30% of AMI)	478	545	614	681
Very Low Income (50% of AMI)	796	910	1,024	1,136
Low Income (80% of AMI)	1,273	1,455	1,636	1,818

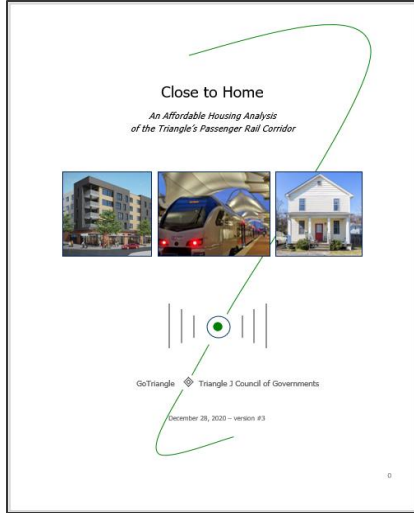
## 2020 HUD Income Limits for **Raleigh** MSA

### Affordable Rents (\$) 30% of Gross Monthly Household Income

HUD Income Limit Category	Household Size			
	1-person	2-person	3-person	4-person
Extremely Low Income (30% of AMI)	495	565	636	706
Very Low Income (50% of AMI)	824	941	1,059	1,176
Low Income (80% of AMI)	1,319	1,506	1,695	1,883

- **Key Metrics**

# Passenger Rail Corridor Analysis: Key Terms for Housing Data Sources



- **Key Terms**

- **LBAR housing:** single family homes and apartments with legally binding agreements to keep the housing affordable for a set period of time, sometimes permanently.
- **NOAH housing:** housing in the private market that is affordable due to its age, size, location and condition. For this report, only NOAH apartments are evaluated.
- **Future LBAR housing:** sites that can be reasonably forecast to have a specific number of affordable units in the future due to adopted plans or funding awards.
- **LBAR Opportunity Sites:** Land that is owned by a public agency or institutional partner that does not have plans for LBAR housing, but where the characteristics of the site and proximity to the rail line indicate LBAR housing could be feasible.

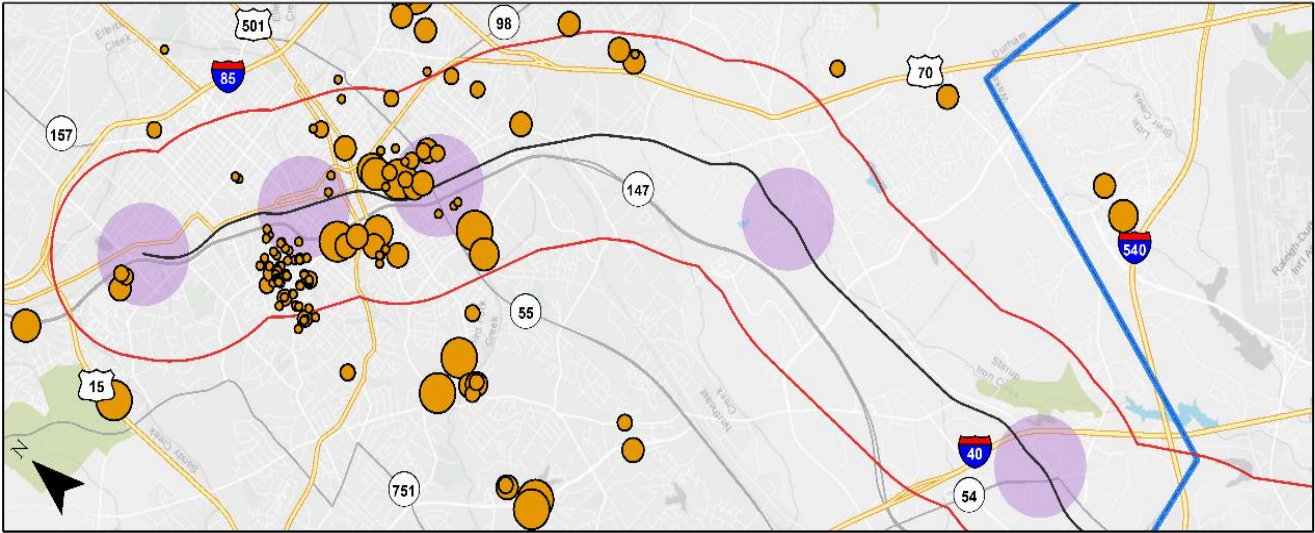




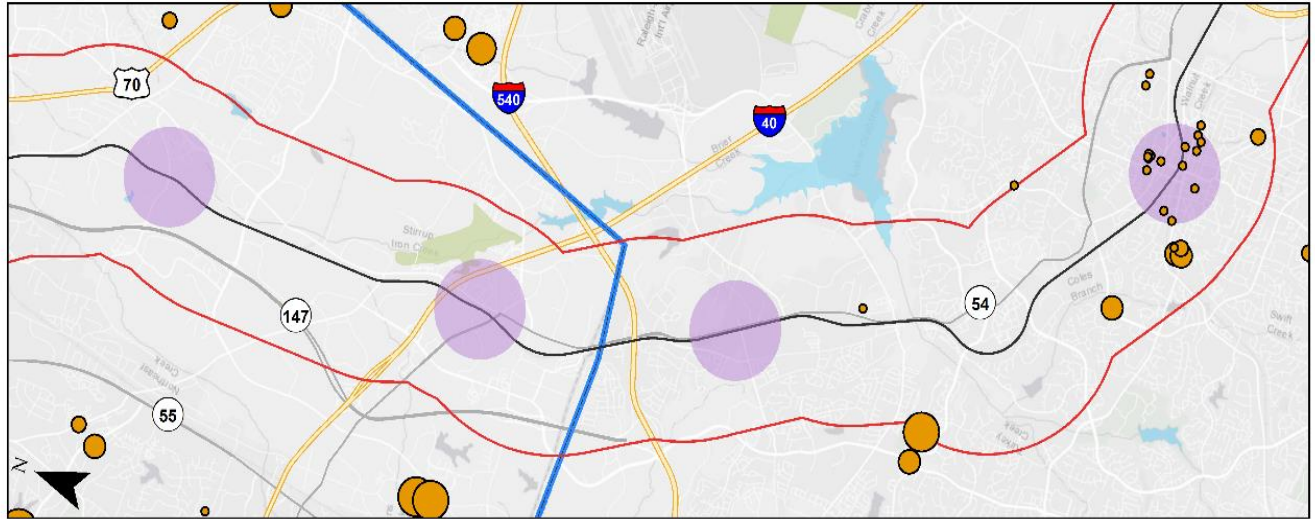
# Passenger Rail Corridor Analysis: Housing Analysis – LBAR

County	LBAR Units CRT Corridor	% of County LBAR in Corridor
Durham	2,758	37% (of 7,425)
Johnston	202	8% (of 2,446)
Wake	3,321	25% (of 13,211)
<b>TOTAL</b>	<b>6,281</b>	<b>27% (of 23,082)</b>

Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd, RTP



Stations (left-to-right): Ellis Rd, RTP, Morrisville, Downtown Cary



## Map Symbols:

- Railroad track alignment
- Corridor boundary (1 mile from tracks)
- Station Study Area (1/2 mile radius circle)
- County boundary

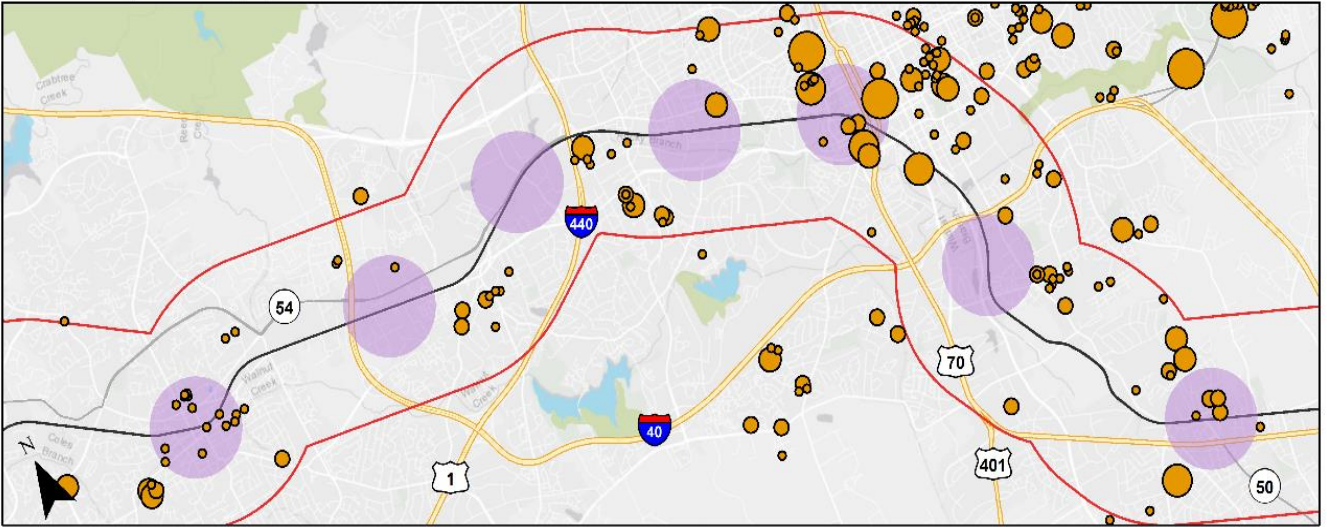
## LBAR Affordable Housing Units

- 10 or less
- 11 - 50
- 51 - 100
- 101 - 150
- 151 or more

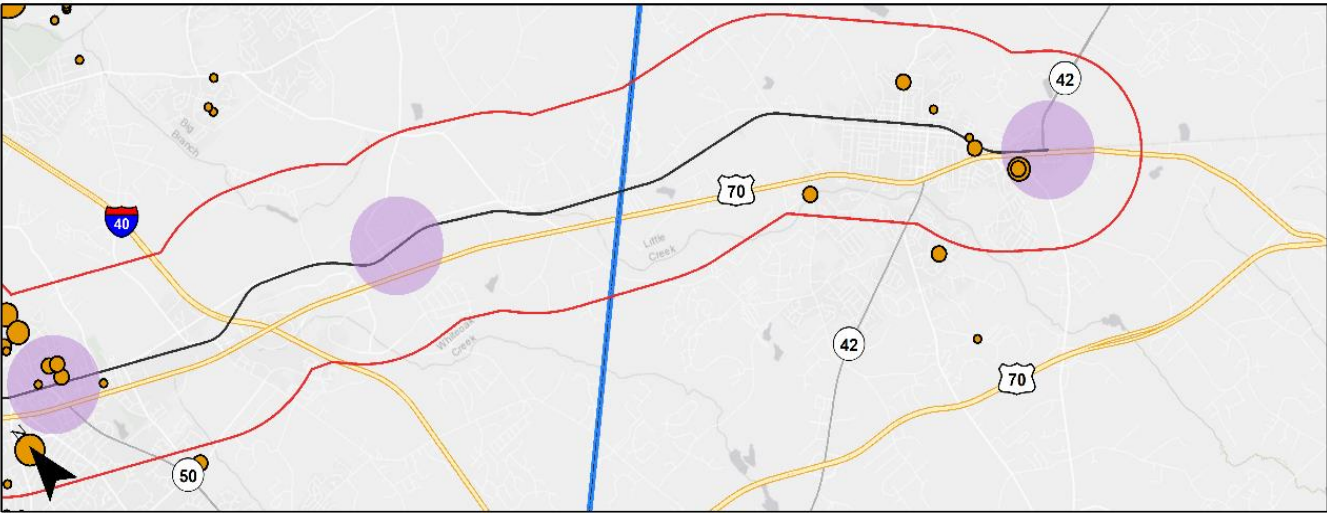
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Stations (left-to-right): Garner, Auburn, Clayton



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## LBAR Affordable Housing Units

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# Passenger Rail Corridor Analysis: Federal Transit Administration Scoring Calculations

The existing proposed project would receive a score of **2.29 (medium-high)** rating on a scale of low to high, for the affordable housing land use effects rating criteria.

Rating	Proportion of LBAR housing in CRT Corridor Compared to the Proportion in Counties Along CRT Corridor
High	>2.50
Medium-High	2.25 – 2.49
Medium	1.50 – 2.24
Medium-Low	1.10 – 1.49
Low	<1.10

Proportion of LBAR to Total Units in Station Areas				Proportion of LBAR to Total Units in County Overall			
County	LBAR Units within Station Study Areas	Units within Station Study Areas	% LBAR/ Units in Station Areas	Total LBAR Units within County	Total Units within County	% LBAR/Total Units in County	Proportion LBAR in Station Areas/County Overall
Durham	801	8,710	9.20%	7,425	141,796	5.24%	1.76
Johnston	104	1,140	9.12%	2,446	84,151	2.91%	3.14
Wake	743	11,232	6.62%	13,211	448,931	2.94%	2.25
TOTAL	1,648	21,082	7.82%	23,082	674,878	3.42%	2.29

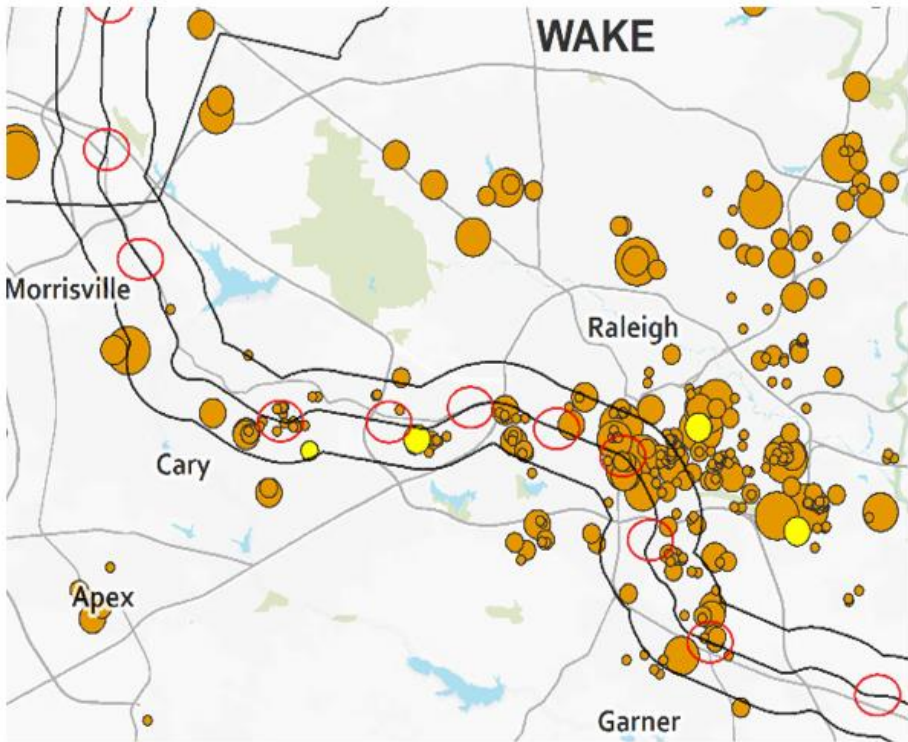
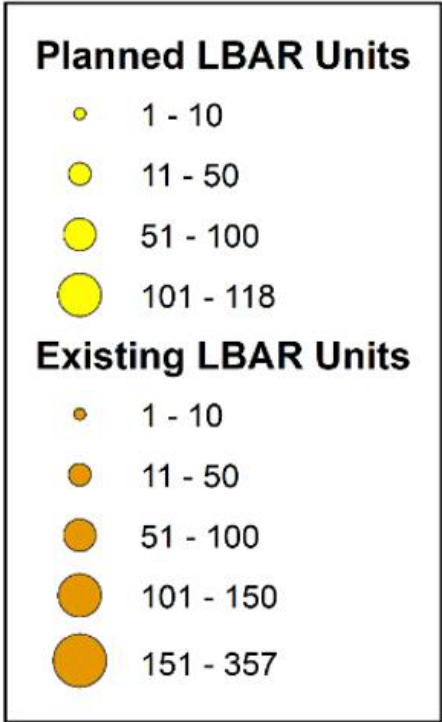
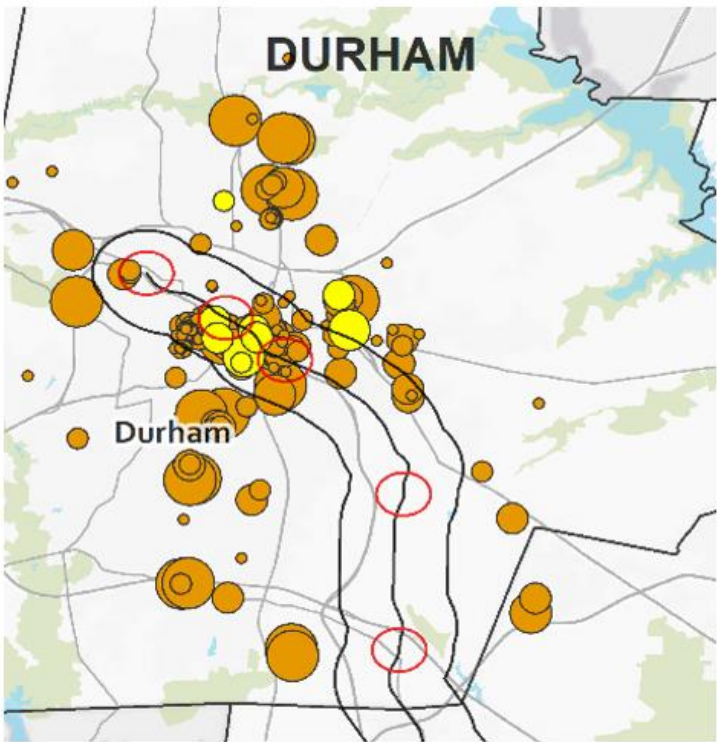




# Passenger Rail Corridor Analysis: Planned Additional LBAR

This inventory includes planned affordable housing developments that will be in service prior to 2030. While the inventory is not exhaustive, it does include projects that have been awarded 2020 Low-Income Housing Tax Credits, and planned developments with affordability restrictions funded in part by local subsidies.

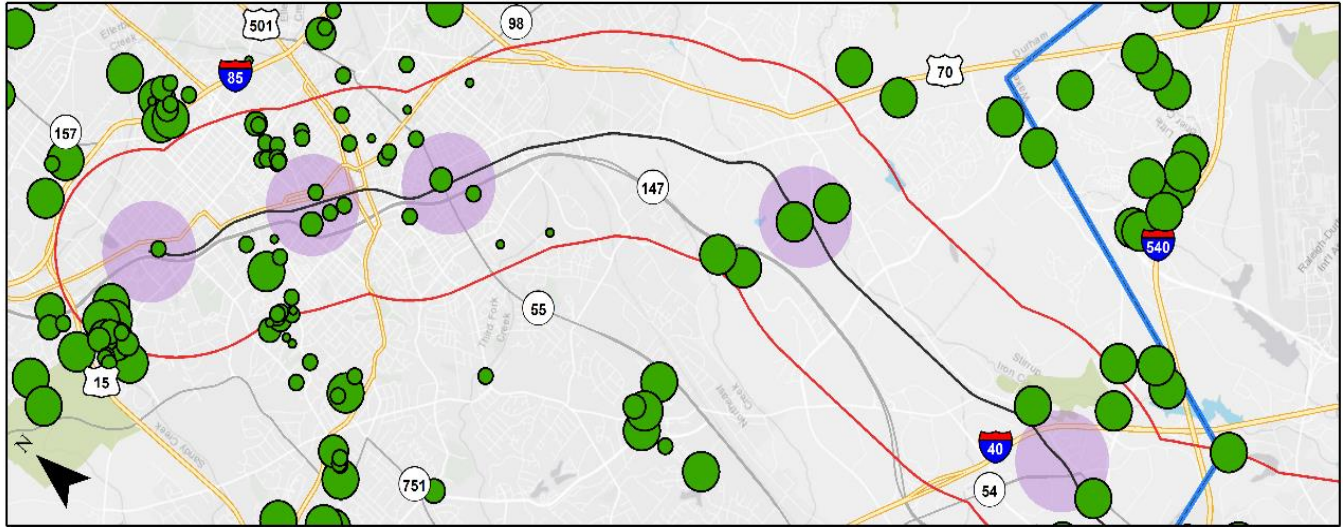
The City of Durham, Durham Housing Authority, the City of Raleigh, and Wake County provided information included in this inventory.



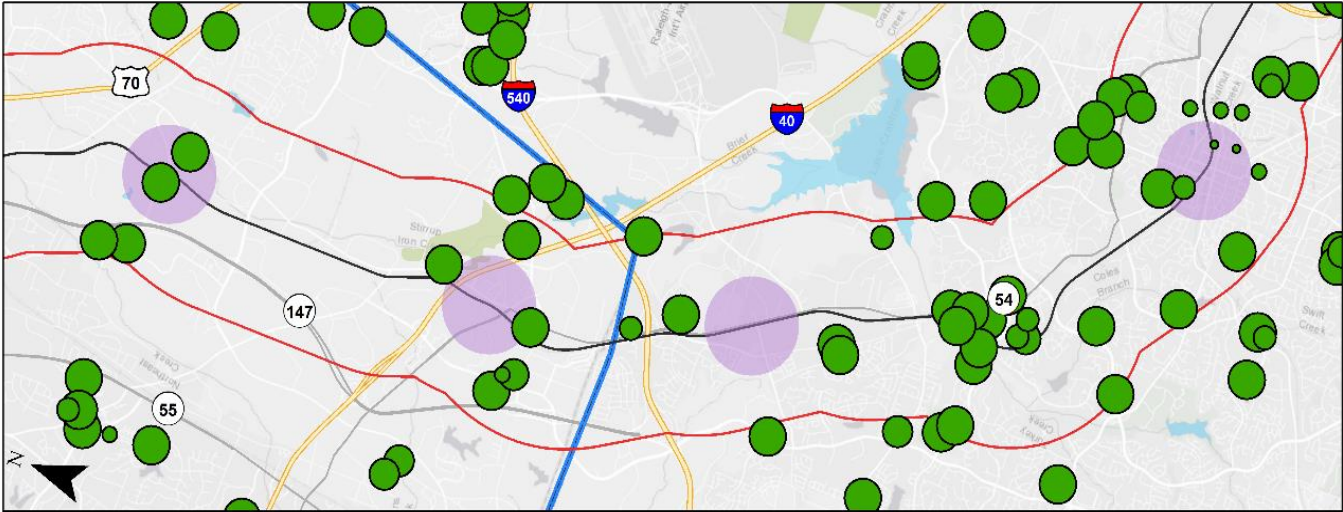
# Passenger Rail Corridor Analysis: Housing Analysis – NOAH

County	NOAH Units CRT Corridor	Total NOAH Units	% of County NOAH in Corridor
Durham	5,648	30,607	19%
Johnston	976	2,188	45%
Wake	15,420	88,591	17%
<b>TOTAL</b>	<b>22,044</b>	<b>121,386</b>	<b>18%</b>

Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd, RTP



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**Map Symbols:**

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**NOAH Affordable Housing Units**

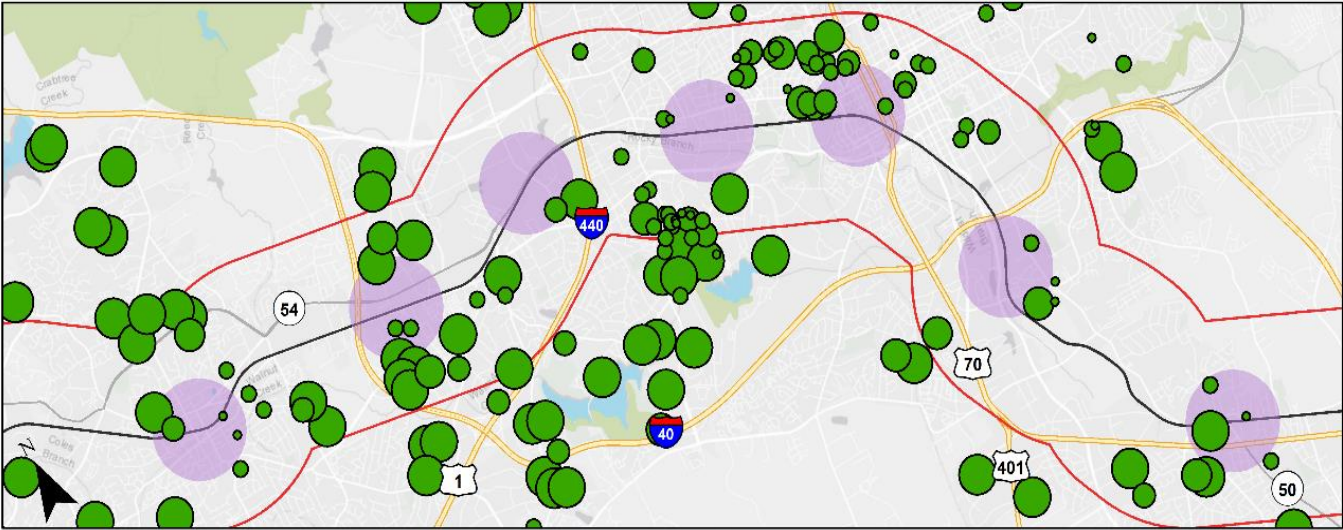
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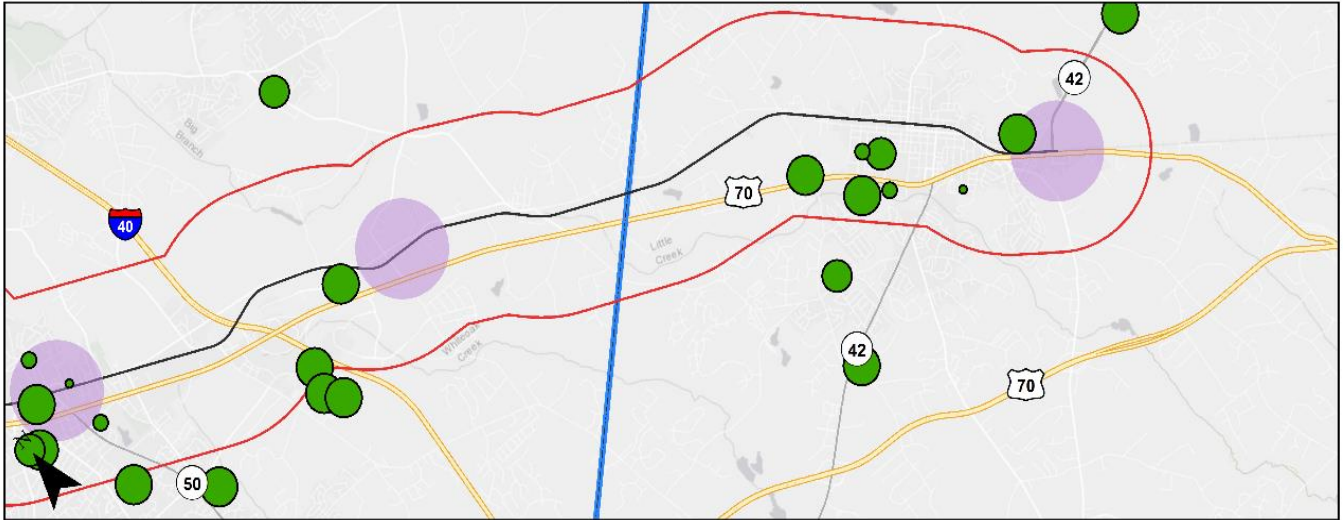
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- County boundary

### NOAH Affordable Housing Units

- 10 or less
- 11 - 50
- 51 - 100
- 101 - 150
- 151 or more



# Passenger Rail Corridor Analysis: Opportunity Sites

Opportunity sites are publicly-owned parcels that could be worthy locations for affordable housing based on their characteristics and proximity to the rail line.

1. Ownership Status	
Category/Criteria	Score
Local Government, School Board, Housing Authority	1
GIS field: OWNSCOR	

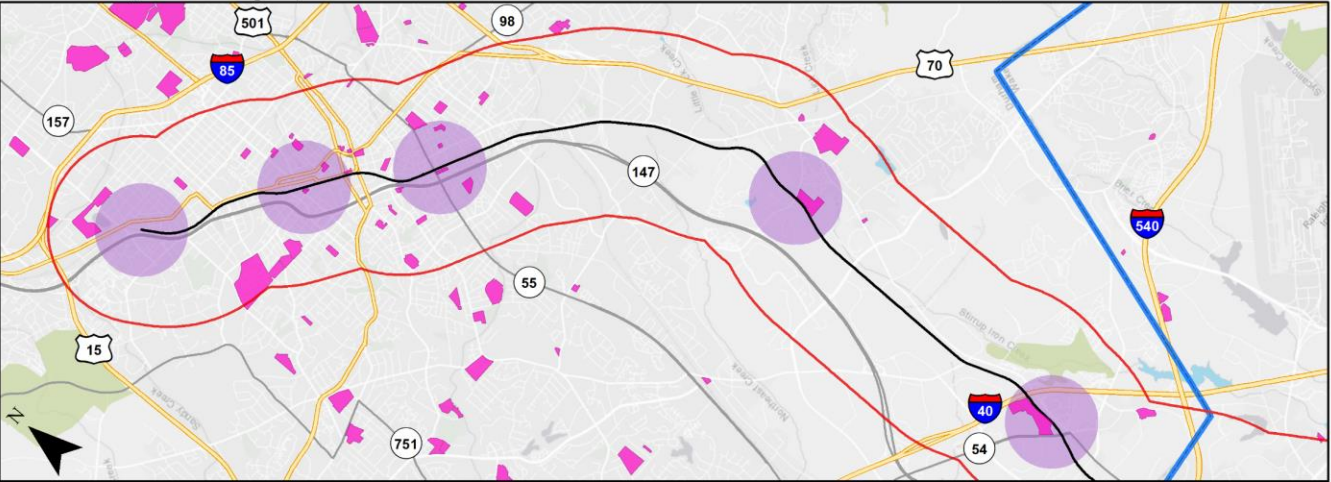
2. Parcel Size	
Category/Criteria	Score
Greater than 1.0 acres	1
GIS field: PARSZSCOR	

3. Flood Zone	
Category/Criteria	Score
Center of parcel in Zone AE, A, or shaded X	1
GIS field: FLOODSCOR	

4. Parks and Open Space	
Category/Criteria	Score
Not park or open space	1
GIS field: PARKSCOR	

5. Parcel Shape	
Category/Criteria	Score
Parcel shape factor <= 35	1
GIS field: PARSHPSCOR	
Parcel shape factor = (Parcel perimeter <sup>2</sup> /Area)	

Stations (left-to-right): W. Durham, Downtown Durham, East Durham, Ellis Rd, RTP



Map Symbols:

Railroad track alignment

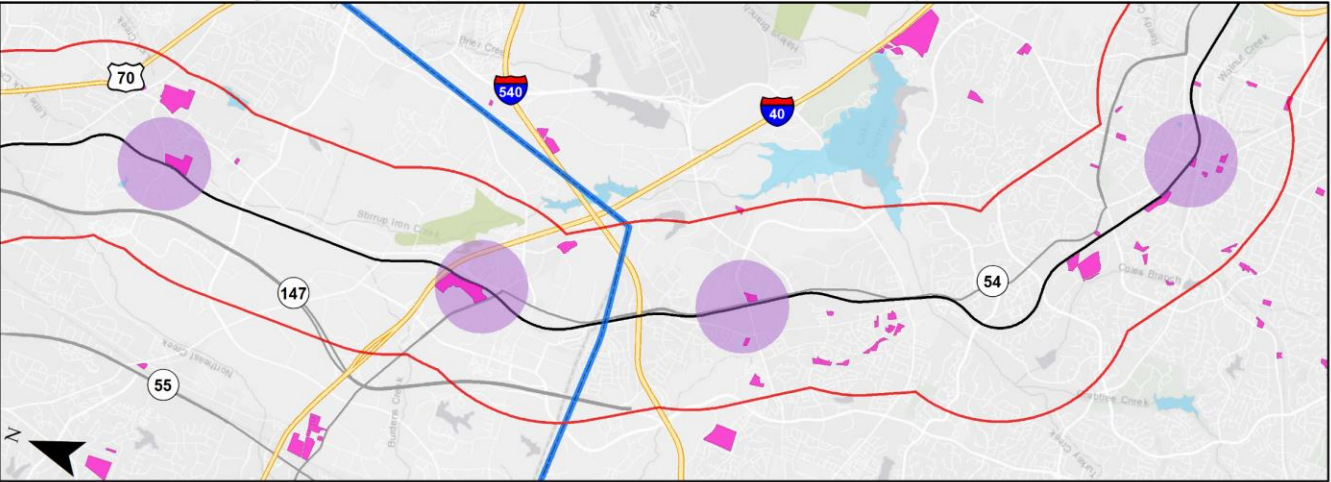
Corridor boundary (1 mile from tracks)

Station Study Area (1/2 mile radius circle)

County boundary

Potential Opportunity Site

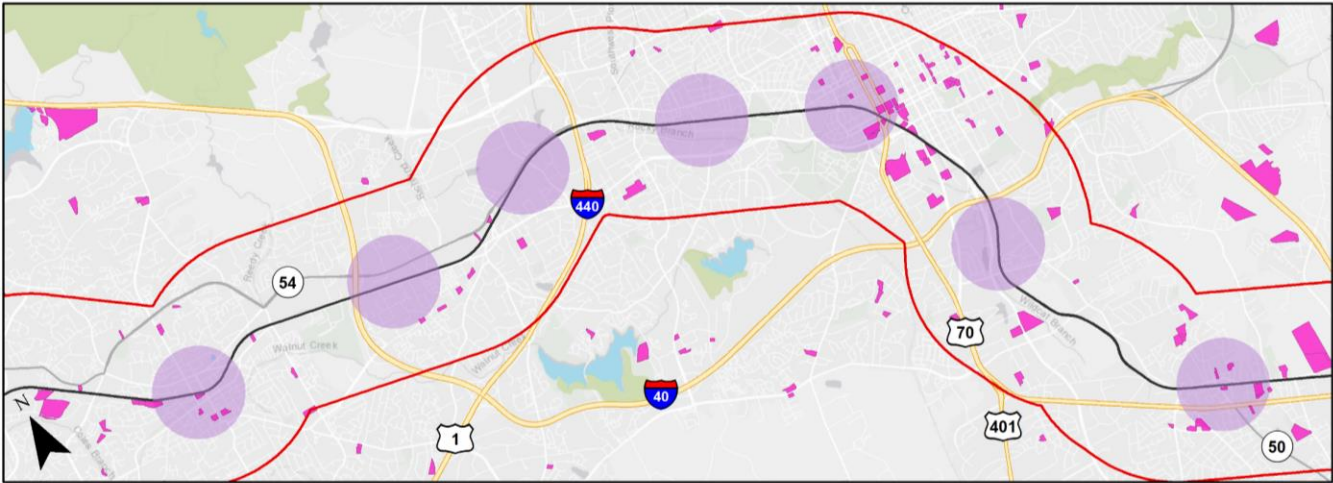
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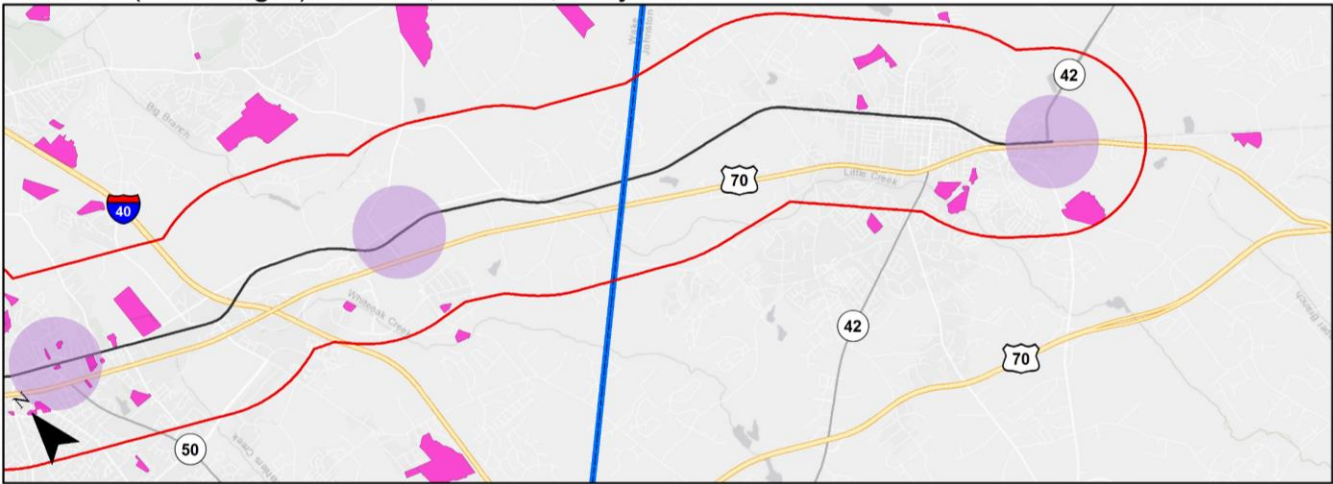
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Railroad track alignment

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Potential Opportunity Site

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2. Parcel Size	
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3. Flood Zone	
Category/Criteria	Score
Center of parcel in Zone AE, A, or shaded X	1
GIS field: FLOODSCOR	

4. Parks and Open Space	
Category/Criteria	Score
Not park or open space	1
GIS field: PARKSCOR	

5. Parcel Shape	
Category/Criteria	Score
Parcel shape factor <= 35	1
GIS field: PARSHPSCOR	
Parcel shape factor = (Parcel perimeter <sup>2</sup> /Area)	

# Passenger Rail Corridor Analysis: Opportunity Sites

	Wake County	Durham County	Johnston County
Total Parcels (within Corridor)	36,029 parcels	19,504 parcels	5,842 parcels
Total Acreage	35,352 acres	16,278 acres	8,718 acres
Publicly-owned parcels*	159 parcels	79 parcels	16 parcels
Publicly-owned acreage	1,065 acres (3% of corridor)	336 acres (2.1% of corridor)	162 acres (1.9% of corridor)

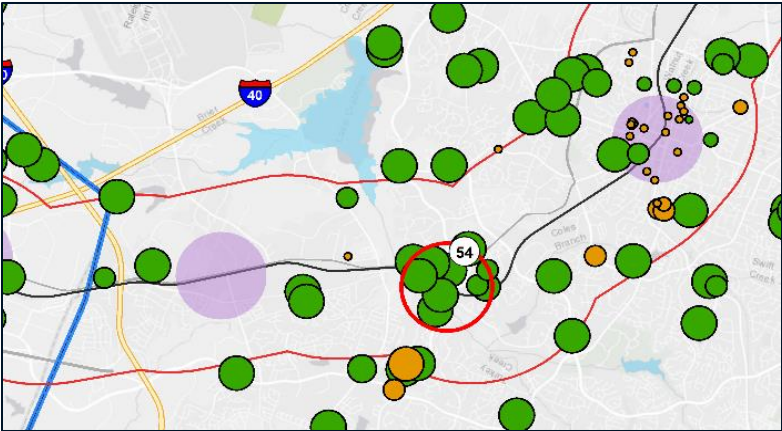
*\*Only includes publicly-owned parcels suitable for development of affordable housing, meaning they were publicly-owned, greater than one acre, not located within a flood zone or considered parks or open space, and that the parcel shape was feasible for development, as defined in the parcel shape factor criterion.*



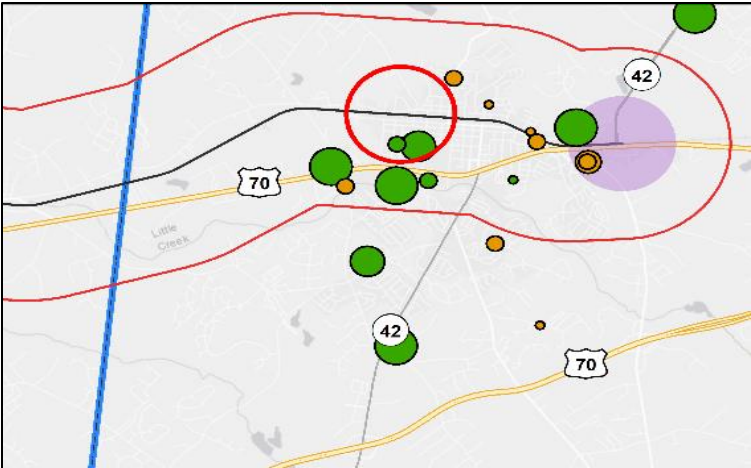
# Passenger Rail Corridor Analysis: Opportunity Segments

Opportunity segments are locations along the corridor where either additional or relocated stations could be considered, based on the amount and location of existing and planned LBAR housing, existing NOAH housing, and/or opportunity sites.


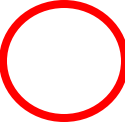
Morrisville Opportunity Segment



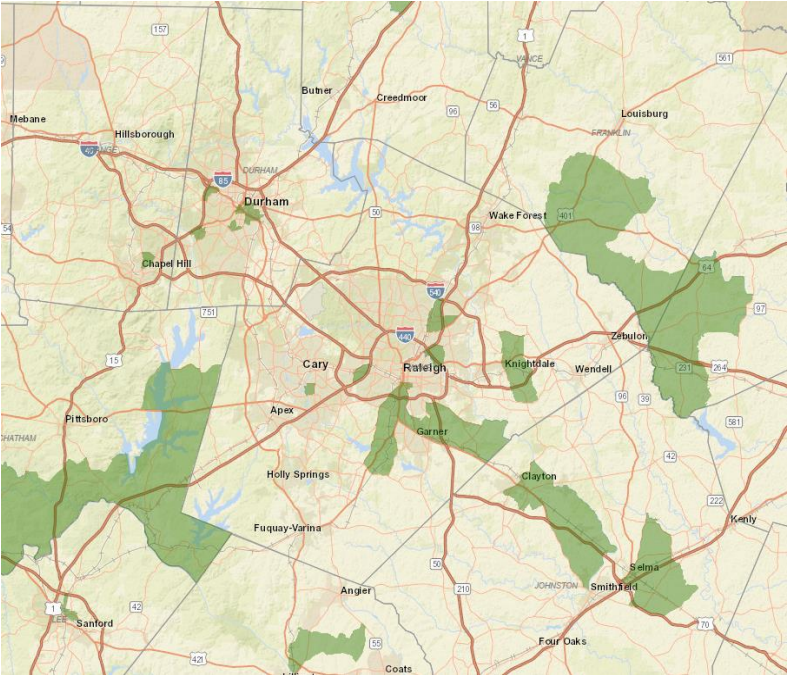
Clayton Opportunity Segment



CRT Segment	NOAH Units
Morrisville	2,547
Clayton	179
<b>TOTAL</b>	<b>2,726</b>

-  Rail corridor boundary
-  Initial Station Study Areas
-  Opportunity Segments

NC Federal Opportunity Zones



# Affordable Housing Key Take-Aways

1. There are over 6,000 units of **legally-binding, affordability restricted (LBAR)** housing along the rail corridor, especially in Wake & Durham Counties, which can be linked to major job hubs by CRT
2. There are about 22,000 units of **multi-family naturally occurring affordable housing (NOAH)** along the rail corridor, including a large percentage of Johnston County multi-family NOAH units
3. Local Government and Housing Authority **plans and LIHTC awards can double the number of LBAR affordable housing units within station study areas**
4. Existing **affordable housing would earn a “medium” score in federal funding competition**; planned affordable housing would likely raise this score
5. Based on a “first pass” analysis, **there may be opportunities for more affordable housing using public and anchor institution land** along the rail corridor, should communities and partners wish to pursue this option
6. Safe and seamless **“first-mile/last-mile” connections are important** to serve affordable housing



## Future Work

- ❖ Continue to monitor and report changes in LBAR and NOAH Housing
- ❖ Incorporate LBAR housing in defining key neighborhoods for the Travel Market Analysis
- ❖ Incorporate both existing affordable housing and housing opportunity sites in the corridor Land Use Analysis
- ❖ Leverage the expertise of Triangle J COG's Housing Practitioners Group to develop and pursue housing policy priorities along the corridor if the CRT investment is made
- ❖ Pursue a regional vision that explicitly links major transit investments with affordable housing strategies along major regional corridors, including this passenger rail corridor

