

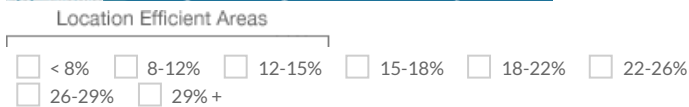
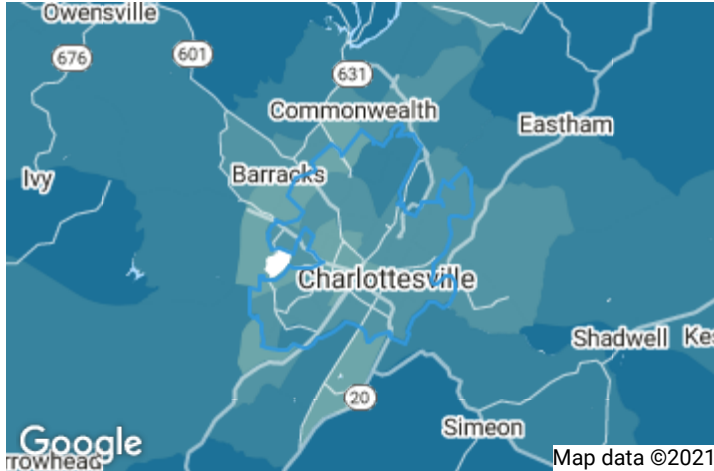


Municipality: Charlottesville, VA

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. [Location Matters](#). Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable.

The statistics below are modeled for the Regional Typical Household. Income: \$60,240 Commuters: 1.07 Household Size: 2.46 (Charlottesville, VA)

Map of Transportation Costs % Income



Location Efficiency Metrics

Places that are compact, close to jobs and services, with a variety of transportation choices, allow people to spend less time, energy, and money on transportation.

0%

Percent of location efficient neighborhoods

Neighborhood Characteristic Scores (1-10)

As compared to neighborhoods in all 955 U.S. regions in the Index

Job Access
6.9

High access to a variety of jobs

AllTransit Performance Score
6.9

Good access to public transportation

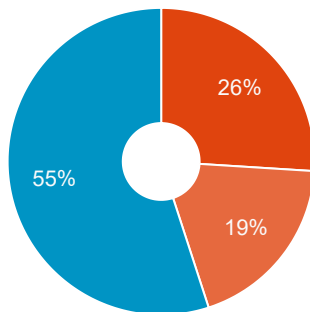
Compact Neighborhood
6.5

High density and walkable

Average Housing + Transportation Costs % Income

Factoring in both housing *and* transportation costs provides a more comprehensive way of thinking about the cost of housing and true affordability.

- Housing
- Transportation
- Remaining Income



Transportation Costs

In dispersed areas, people need to own more vehicles and rely upon driving them farther distances which also drives up the cost of living.



\$11,475

Annual Transportation Costs



1.56

Autos Per Household



17,940

Average Household VMT

6%

Transit Ridership % of Workers

159

Annual Transit Trips

7.30 Tonnes

Annual Greenhouse Gas per Household



H+T Metrics

Affordability		Demographics	
Housing + Transportation Costs % Income:	45%	Block Groups:	37
Housing Costs % Income:	26%	Households:	17,752
Transportation Costs % Income:	19%	Population:	45,084

Household Transportation Model Outputs

Autos per Household:	1.56
Annual Vehicle Miles Traveled per Household :	17,940
Transit Ridership % of Workers:	6%
Annual Transportation Cost:	\$11,475
Annual Auto Ownership Cost:	\$8,921
Annual VMT Cost:	\$2,487
Annual Transit Cost:	\$66
Annual Transit Trips:	159

Housing Costs

Average Monthly Housing Cost:	\$1,317
Median Selected Monthly Owner Costs:	\$1,443
Median Gross Monthly Rent:	\$990
Percent Owner Occupied Housing Units:	44%
Percent Renter Occupied Housing Unit:	56%

Greenhouse Gas from Household Auto Use

Annual GHG per Household:	7.30 Tonnes
Annual GHG per Acre:	25.40 Tonnes

Environmental Characteristics

Residential Density 2010:	5.28 HHs/Res. Acre
Gross Household Density:	2.71 HH/Acre
Regional Household Intensity:	15,017 HH/mile ²
Percent Single Family Detached Households:	52%
Employment Access Index:	32,065 Jobs/mi ²
Employment Mix Index (0-100):	90
Transit Connectivity Index (0-100):	7
Transit Access Shed:	36 km ²
Jobs Accessible in 30 Minute Transit Ride:	52,002
Available Transit Trips per Week:	2,499
Average Block Perimeter:	896 Meters
Average Block Size :	9 Acres
Intersection Density:	205 /mi ²