

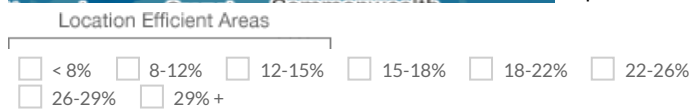


## County: Greene, VA

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  
1.6

Very low access to jobs

AllTransit Performance Score  
0.2

Car-dependent with very limited or no access to public transportation

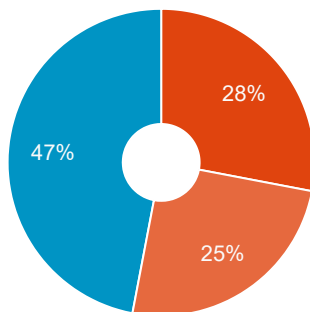
Compact Neighborhood  
1.7

Very low density and limited walkability

### 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.



\$15,271

Annual Transportation Costs



2.07

Autos Per Household



24,717

Average Household VMT

0%

Transit Ridership % of Workers

0

Annual Transit Trips

10.78 Tonnes

Annual Greenhouse Gas per Household



## H+T Metrics

Affordability		Demographics	
Housing + Transportation Costs % Income:	53%	Block Groups:	10
Housing Costs % Income:	28%	Households:	7,111
Transportation Costs % Income:	25%	Population:	18,938

### Household Transportation Model Outputs

Autos per Household:	2.07
Annual Vehicle Miles Traveled per Household :	24,717
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$15,271
Annual Auto Ownership Cost:	\$11,845
Annual VMT Cost:	\$3,426
Annual Transit Cost:	\$0
Annual Transit Trips:	0

### Housing Costs

Average Monthly Housing Cost:	\$1,408
Median Selected Monthly Owner Costs:	\$1,461
Median Gross Monthly Rent:	\$502
Percent Owner Occupied Housing Units:	78%
Percent Renter Occupied Housing Unit:	22%

### Greenhouse Gas from Household Auto Use

Annual GHG per Household:	10.78 Tonnes
Annual GHG per Acre:	2.02 Tonnes

### Environmental Characteristics

Residential Density 2010:	0.47 HHs/Res. Acre
Gross Household Density:	0.07 HH/Acre
Regional Household Intensity:	3,017 HH/mile <sup>2</sup>
Percent Single Family Detached Households:	86%
Employment Access Index:	2,724 Jobs/mi <sup>2</sup>
Employment Mix Index (0-100):	83
Transit Connectivity Index (0-100):	0
Transit Access Shed:	2 km <sup>2</sup>
Jobs Accessible in 30 Minute Transit Ride:	2,531
Available Transit Trips per Week:	7
Average Block Perimeter:	2,940 Meters
Average Block Size :	111 Acres
Intersection Density:	25 /mi <sup>2</sup>