

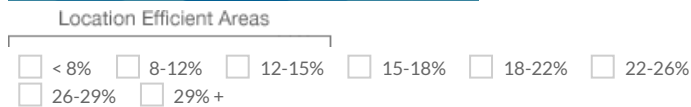
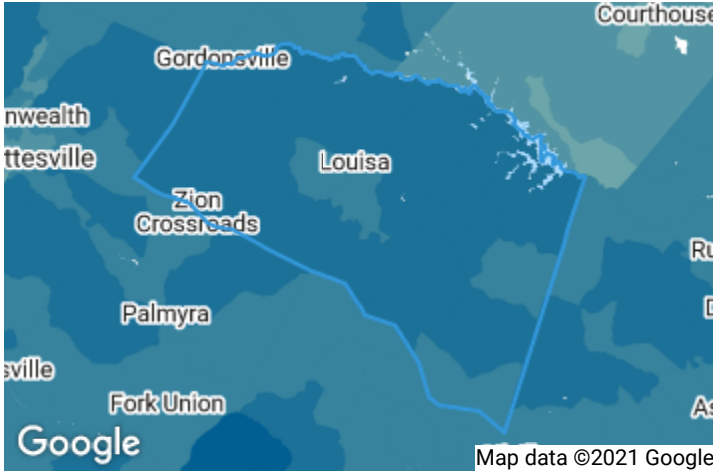


## County: Louisa, VA

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: \$57,829 Commuters: 1.16 Household Size: 2.64 (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  
3

Low access to jobs

AllTransit Performance Score  
0

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

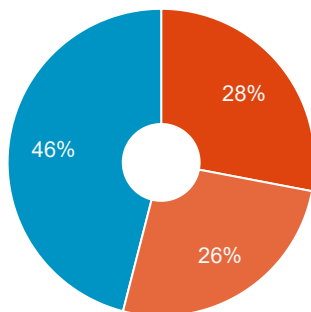
Compact Neighborhood  
1.3

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.



\$15,175

Annual Transportation Costs



2.13

Autos Per Household



25,716

Average Household VMT

0%

Transit Ridership % of Workers

3

Annual Transit Trips

10.76 Tonnes

Annual Greenhouse Gas per Household



## H+T Metrics

Affordability		Demographics	
Housing + Transportation Costs % Income:	54%	Block Groups:	17
Housing Costs % Income:	28%	Households:	12,829
Transportation Costs % Income:	26%	Population:	33,986

### Household Transportation Model Outputs

Autos per Household:	2.13
Annual Vehicle Miles Traveled per Household :	25,716
Transit Ridership % of Workers:	0%
Annual Transportation Cost:	\$15,175
Annual Auto Ownership Cost:	\$11,607
Annual VMT Cost:	\$3,563
Annual Transit Cost:	\$4
Annual Transit Trips:	3

### Housing Costs

Average Monthly Housing Cost:	\$1,329
Median Selected Monthly Owner Costs:	\$1,385
Median Gross Monthly Rent:	\$823
Percent Owner Occupied Housing Units:	80%
Percent Renter Occupied Housing Unit:	20%

### Greenhouse Gas from Household Auto Use

Annual GHG per Household:	10.76 Tonnes
Annual GHG per Acre:	0.48 Tonnes

### Environmental Characteristics

Residential Density 2010:	0.23 HHs/Res. Acre
Gross Household Density:	0.04 HH/Acre
Regional Household Intensity:	2,554 HH/mile <sup>2</sup>
Percent Single Family Detached Households:	83%
Employment Access Index:	2,482 Jobs/mi <sup>2</sup>
Employment Mix Index (0-100):	82
Transit Connectivity Index (0-100):	0
Transit Access Shed:	0 km <sup>2</sup>
Jobs Accessible in 30 Minute Transit Ride:	0
Available Transit Trips per Week:	0
Average Block Perimeter:	3,090 Meters
Average Block Size :	157 Acres
Intersection Density:	20 /mi <sup>2</sup>