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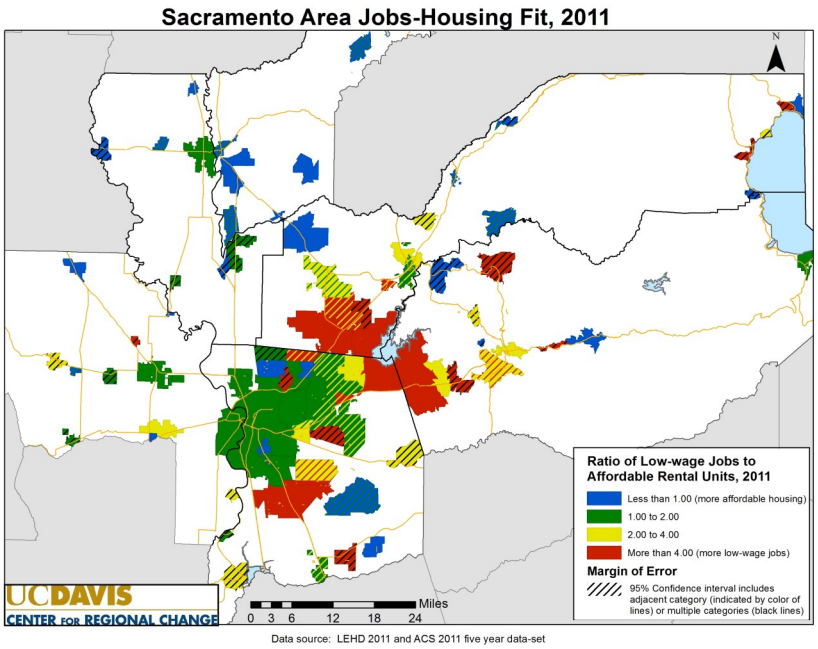
CENTER FOR REGIONAL CHANGE

"Research that Matters for Regions"

Center for Regional Change Jobs Housing Fit Tool

Developing the right fit between available housing types and the income level of households is an important part of regional planning and development.



Data source: LEHD 2011 and ACS 2011 five year data-set

An imbalance in low-wage jobs and affordable housing is of concern not only for those low-wage workers who face challenges in finding affordable housing near work, but is of concern for regions as a whole, since it makes it more difficult to reduce overall vehicle miles travelled and potentially contributes to an excess fiscal burden on those jurisdictions with higher proportions of affordable apartments and houses.

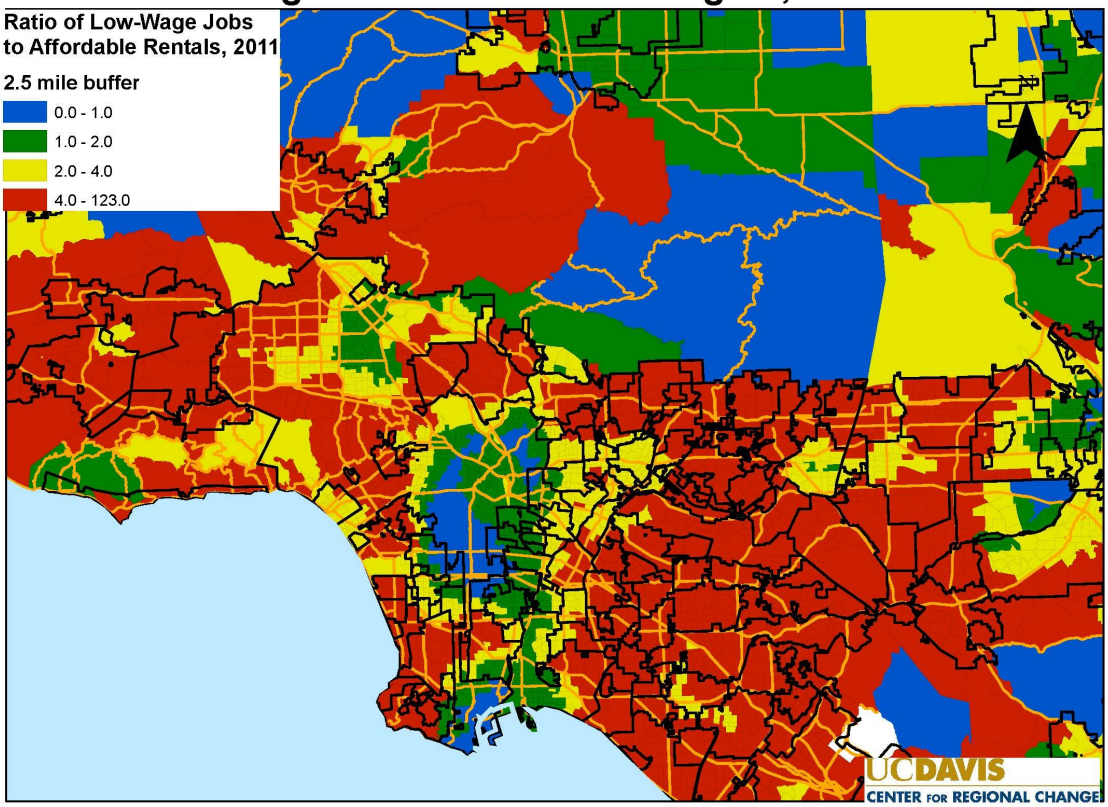
The Center for Regional Change has developed a simple metric that shows the ratio of low-wage jobs to affordable housing units. We call this indicator the Jobs-Housing Fit (JHFIT) ratio, and we hope it can be a useful tool for helping to identify places with significant shortages of affordable housing for the low-wage workers employed in those places. We have calculated the data for every city and other Census Designated Places (CDP) in the State of California, made the data available online, created maps for all the major metropolitan areas in the state, and are in the process of incorporating this into our interactive online mapping system for easy access and use.

SELECT COUNTY NAME:	Alameda				
1	2	3	5	8	9
County Name	Place Name	Low-Wage Jobs-Housing Fit Ratio	Affordable Rental (Deficit) or Surplus (to reach JHFIT Ratio of 2.00)	Low-wage Jobs (<$1250/mo)	Affordable Rental Units (<$750/mo)
Alameda	Alameda city	2.14	(178)	5,521	2,583
Alameda	Albany city	5.60	(375)	1,165	208
Alameda	Ashland CDP	1.07	376	866	809
Alameda	Berkeley city	1.95	161	11,391	5,856
Alameda	Castro Valley CDP	3.04	(513)	3,001	988
Alameda	Cherryland CDP	0.85	267	392	463
Alameda	Dublin city	14.93	(1,926)	4,448	298
Alameda	Emeryville city	7.80	(1,158)	3,113	399
Alameda	Fairview CDP	2.52	(25)	239	95
Alameda	Fremont city	8.67	(5,659)	14,711	1,697
Alameda	Hayward city	5.05	(3,629)	12,022	2,382
Alameda	Livermore city	5.78	(2,015)	6,160	1,065
Alameda	Newark city	9.40	(1,640)	4,165	443
Alameda	Oakland city	1.38	8,627	38,225	27,739
Alameda	Piedmont city	12.15	(234)	559	46
Alameda	Pleasanton city	21.08	(4,760)	10,518	499
Alameda	San Leandro city	4.46	(2,354)	8,538	1,915
Alameda	San Lorenzo CDP	2.75	(135)	983	357
Alameda	Sunol CDP	3.74	(24)	101	27
Alameda	Union City city	3.64	(972)	4,307	1,182

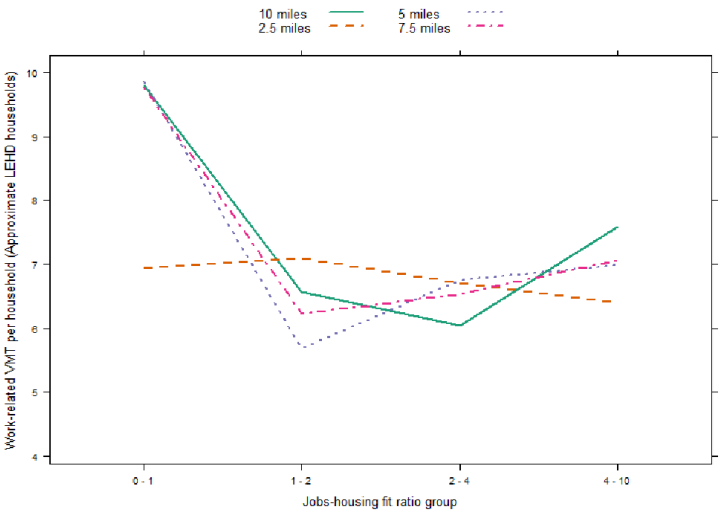
The UC Davis Center for Regional Change (CRC) produces innovative research to create healthy, sustainable, prosperous, and equitable regional change in California and beyond.

Visit the CRC's website at http://regionalchange.ucdavis.edu

Los Angeles Area Jobs-Housing Fit, 2011



Looking at jobs and housing data based on cities is a useful way of analyzing these patterns, since ultimately cities have control over land use and zoning, and thus need to be centrally involved in addressing imbalances. It is also important to be aware, however, that city-level analysis can be incomplete: commute patterns frequently cross city boundaries, even when there is an appropriate fit of jobs and housing, and imbalances in one city might be balanced by opportunities in an adjacent city. Furthermore, within larger cities there is very substantial variation at a neighborhood scale that is not captured in the broader analysis. We have thus also developed a tract-level analysis of the jobs-housing fit. Here, we use a buffer-analysis, counting all the low-wage jobs and affordable rental units within a certain distance of the center of the census tract. This provides a more nuanced understanding of how patterns of the fit between jobs and housing shifts across city boundaries, and within neighborhoods of larger cities.



This data also makes it possible to look at the relationship between the jobs housing fit and how far people have to drive to get to work. While this analysis is currently underway, our preliminary data shows that average vehicle miles travelled for low-income workers is substantially less in those places with a better jobs housing fit (between 1 and 4 low wage jobs to every affordable rental unit), than for places with either a shortage of jobs (ratio less than 1) or a shortage of affordable housing (ratio greater than 4).