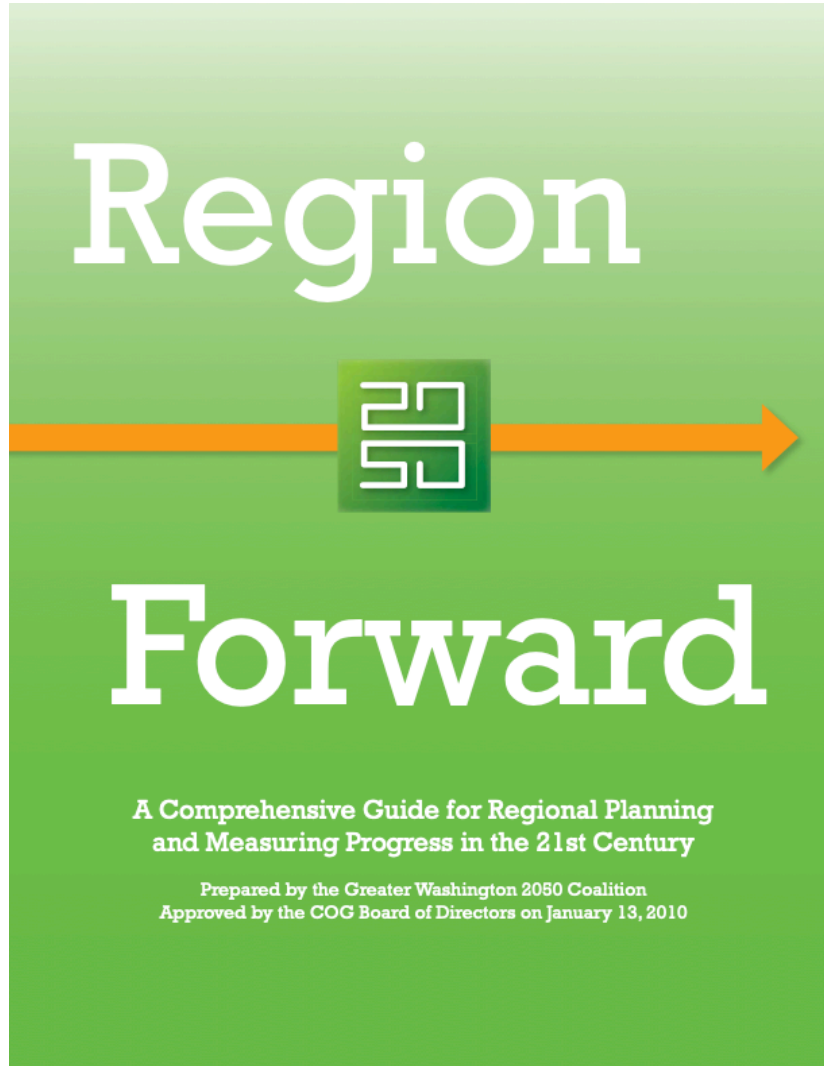


Transit-oriented, inclusive communities



Council of Governments' Vision



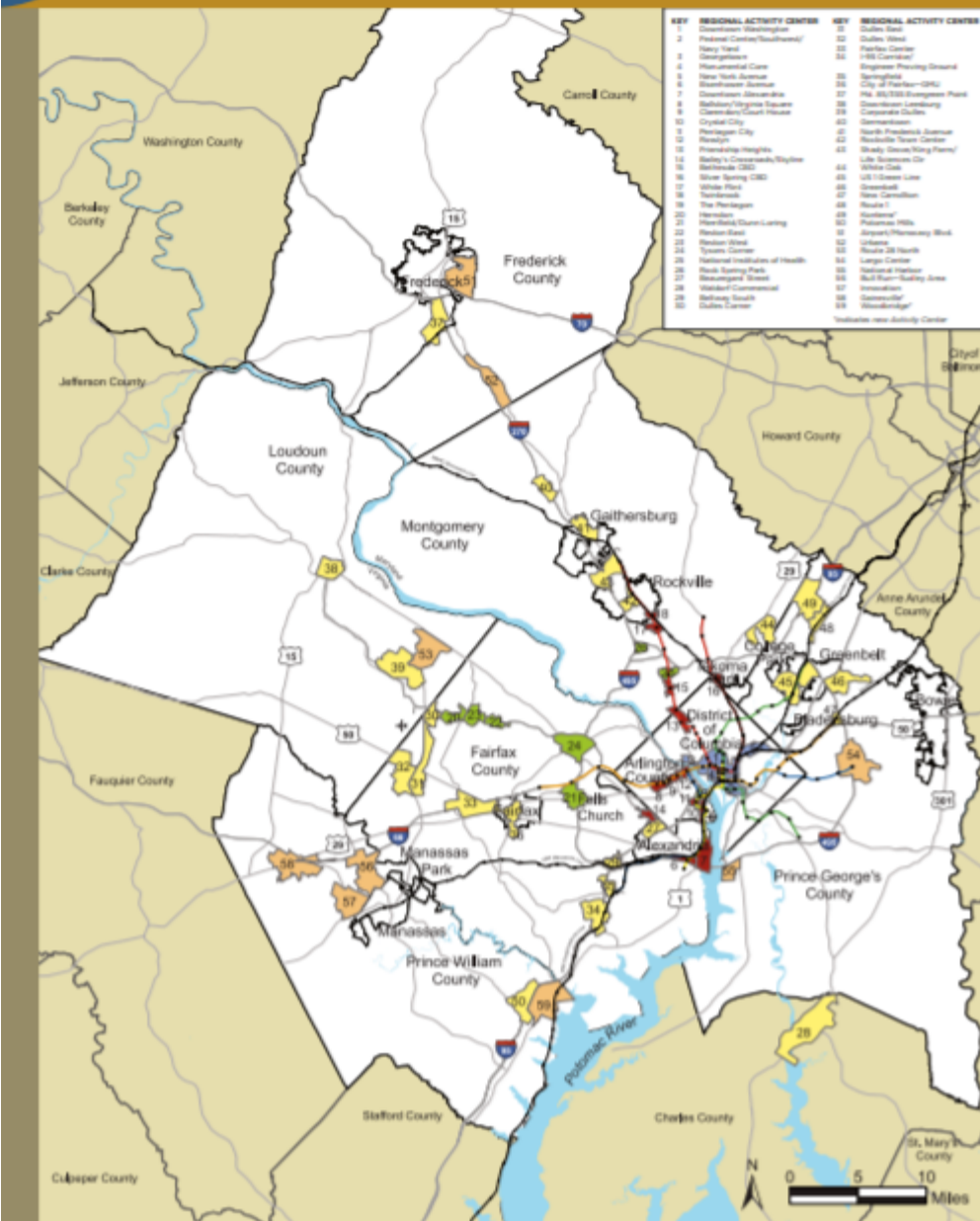
THE FUTURE OF HOUSING IN GREATER WASHINGTON

A Regional Initiative to Create Housing Opportunities,
Improve Transportation, and Support Economic Growth

September 2019



Regional Activity Centers



Regional Housing Targets

Regional
Target 1:

AMOUNT

At least 320,000 housing units should be added in the region between 2020 and 2030. This is an additional 75,000 units beyond the units already forecast for this period.

Regional
Target 2:

ACCESSIBILITY

At least 75% of all new housing should be in Activity Centers or near high-capacity transit.

Regional
Target 3:

AFFORDABILITY

At least 75% of new housing should be affordable to low- and middle-income households.

We don't agree with all the Council of Governments locations and sizes of the regional activity centers. More targeted geographic focus is how we can grow in a sustainable, and more affordable way with better housing and transportation choices.

ARLINGTON COUNTY

VIRGINIA



Rosslyn 1970's

Image credit: Arlington County



Rosslyn and Courthouse in 2000s

Image credit: Arlington County



A Virginia Comparison

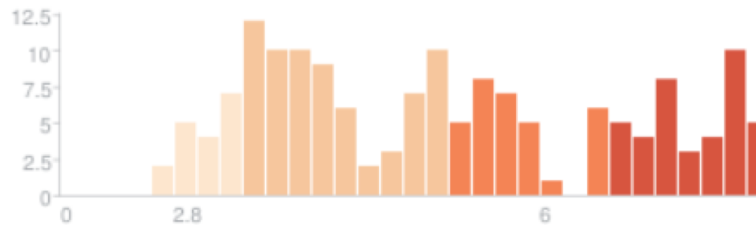
County: Arlington, VA

H+T Costs % Income: 40%

Housing: 30% Transportation: 11%

Fact Sheet

Annual GHG per Household



Annual GHG per Household ?

Average : 5.05 Tonnes Range: 2.88 - 9.12

Population	Household	Neighborhood
Households		
% of Households		
< 3.3 Tonnes	6,309	6.6%
3.3 - 5.1 Tonnes	46,875	48.7%
5.1 - 6.5 Tonnes	20,706	21.5%
6.5 - 8.6 Tonnes	19,835	20.6%
8.6 + Tonnes	2,462	2.6%
Total	96,187	100%

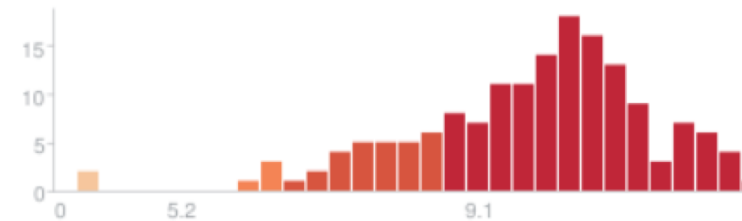
County: Loudoun, VA

H+T Costs % Income: 48%

Housing: 32% Transportation: 16%

Fact Sheet

Annual GHG per Household



Annual GHG per Household ?

Average : 10.26 Tonnes Range: 4.31 - 13.05

Population	Household	Neighborhood
Households		
% of Households		
< 3.3 Tonnes	0	0%
3.3 - 5.1 Tonnes	1,441	1.3%
5.1 - 6.5 Tonnes	0	0%
6.5 - 8.6 Tonnes	15,141	13.3%
8.6 + Tonnes	96,850	85.4%
Total	113,432	100%

GHG emissions are much lower in Arlington County (5.05 tons per household), the more transit-oriented and compact county, than in Loudoun County (10.26 tons per household).

Center for Neighborhood Technology – Housing + Transportation Calculator

[H+T Index](#)[H+T Fact Sheets](#)[Total Driving Costs](#)[Comparison Maps](#)[Data](#)[About](#)

H+T® Two Views of Affordability

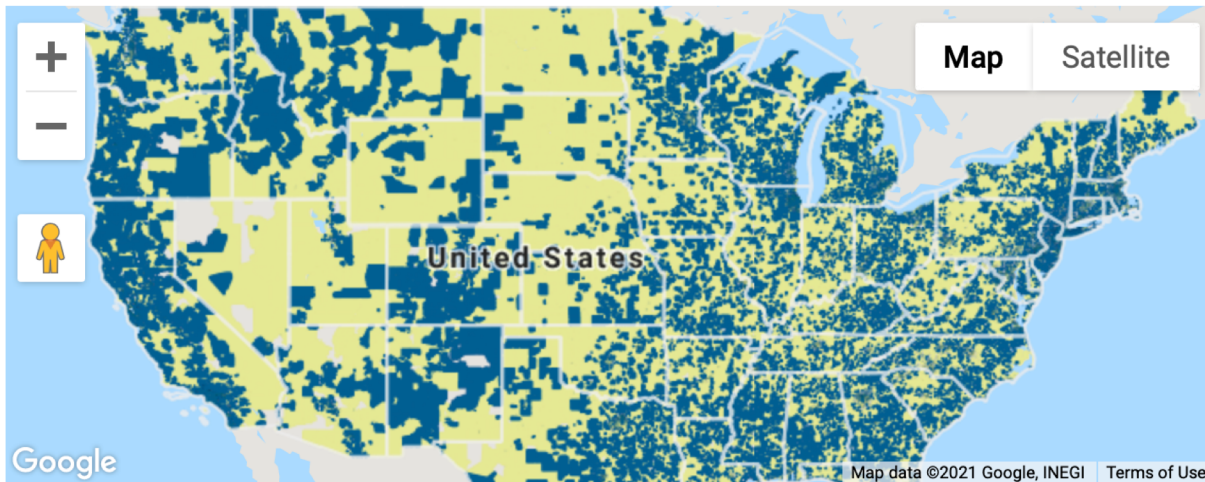


You may enter an address, city, county or zip

Map Detail: ☒ Low (2-Color) ☐ High (8-Color)

☒ Regional Typical ☐ Regional Moderate ☐ National Typical

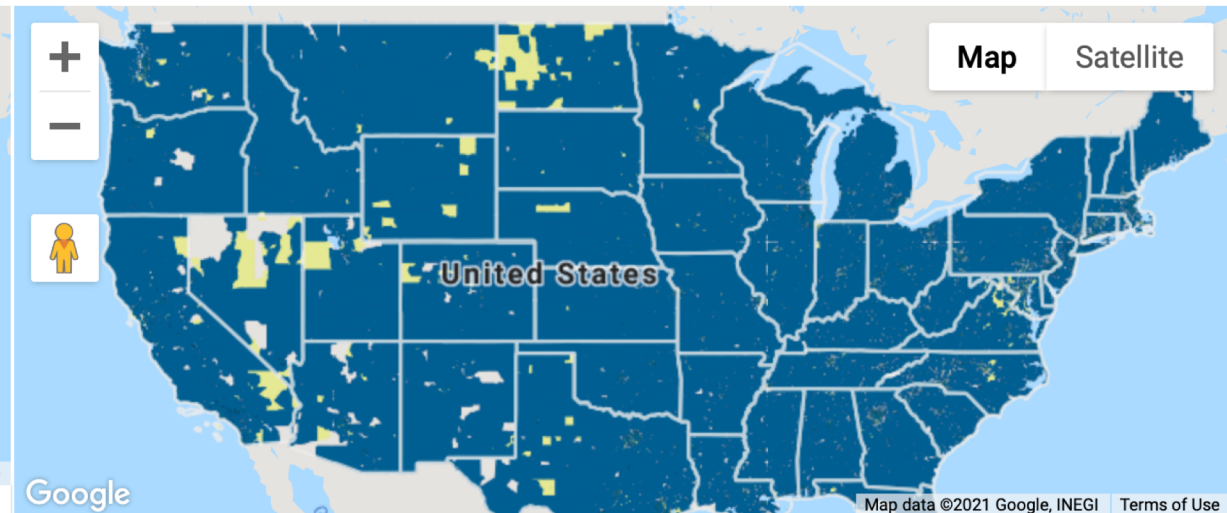
Income: *** Commuters: *** workers Household Size: *** people
Block Groups: *** Households: ***

[Tour](#) | [\[+\] Share Map](#)

Cost of Housing

Traditionally, a home is considered affordable when rent or mortgage costs consume no more than 30% of household income. But this measure misses a key cost: transportation. How much does it cost to travel to and from everyday destinations?

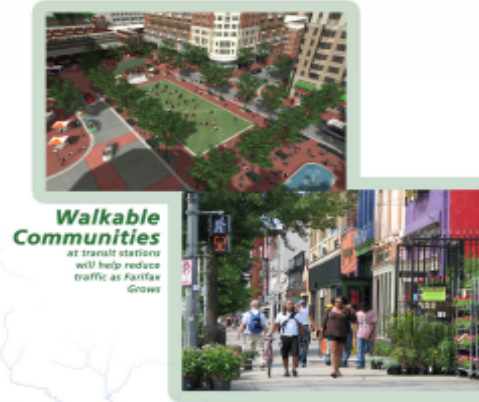
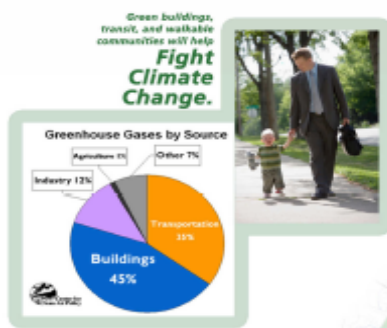
< 30% 30%+



Cost of Housing + Transportation

The combined costs of housing and transportation offer a more comprehensive view of housing affordability. When transportation costs are added to the equation, the number of affordable neighborhoods (in yellow) declines.

< 45% 45%+



Revitalizing Older Commercial Corridors
will not only enhance property values - but will also provide jobs, housing, and transportation options.



CSG– Shaping the Future of Fairfax

- Map shows the approximately 10% of Fairfax land that could support TOD and absorb population growth
- ½ mile circles around Metro Stations (red and gray); ¼ mile circles around VRE stations (orange)
- Commercial corridors and their parking lots that could be redeveloped into mixed-use, walkable places with transit
- In 2008, 1000 Fairfax residents signed up with CSG at polling stations based upon the short presentation we made with this map

Image credit: Piedmont Environmental Council and Coalition for Smarter Growth, bottom right image: Urban Advantage



Transformation of our Suburbs





Kings Crossing area on Route 1 in Fairfax

- Shows the acres of parking lots and strip commercial that could be redeveloped
- Planned for a future bus rapid transit stop and TOD
- Bottom right is Quander Brook, which can be saved and restored when redevelopment puts in place stormwater controls

Image credit: United States Geological Survey (USGS)



Image credit: Urban Advantage



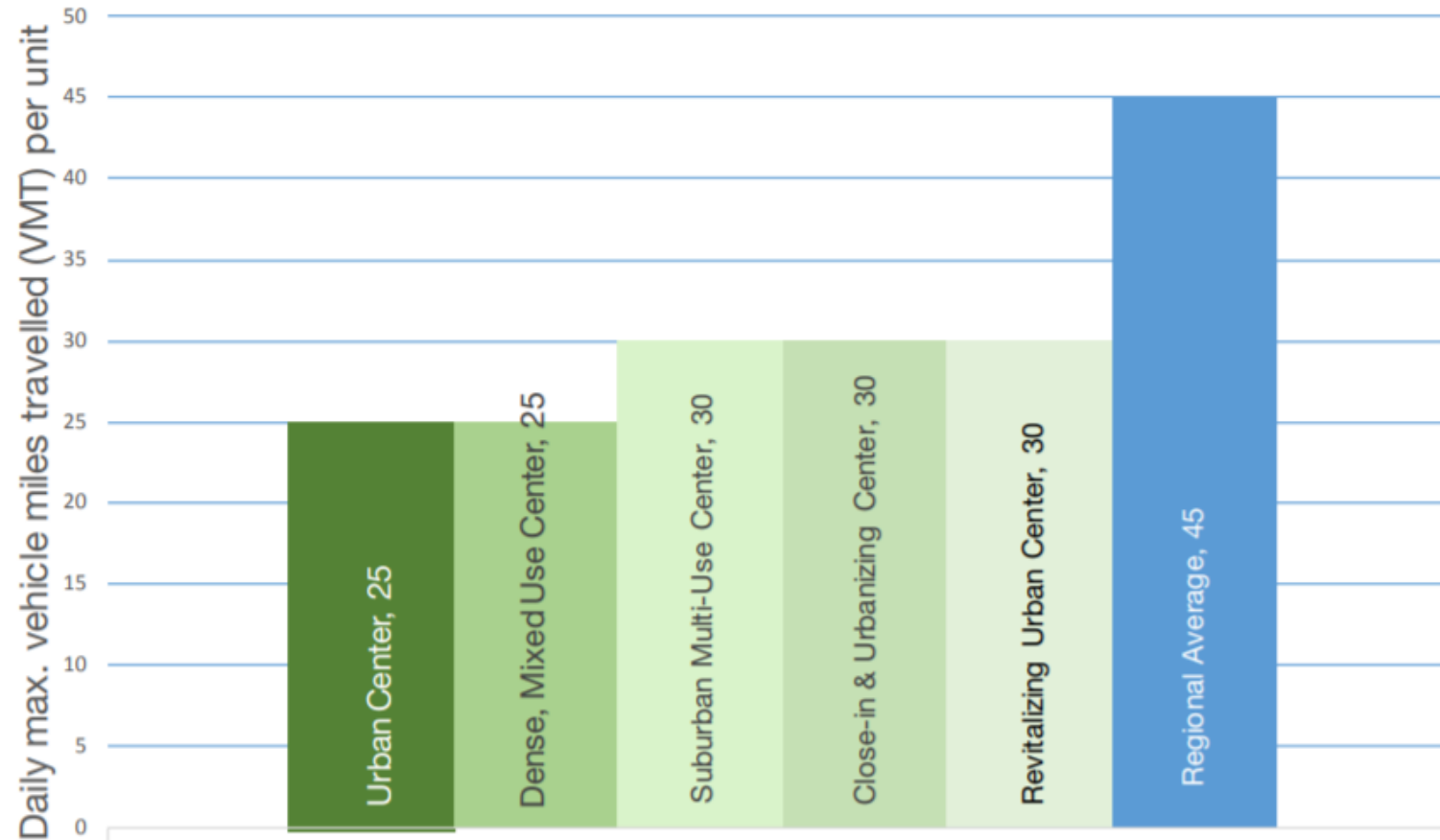
Image credit: Urban Advantage

The Luxury of Choice



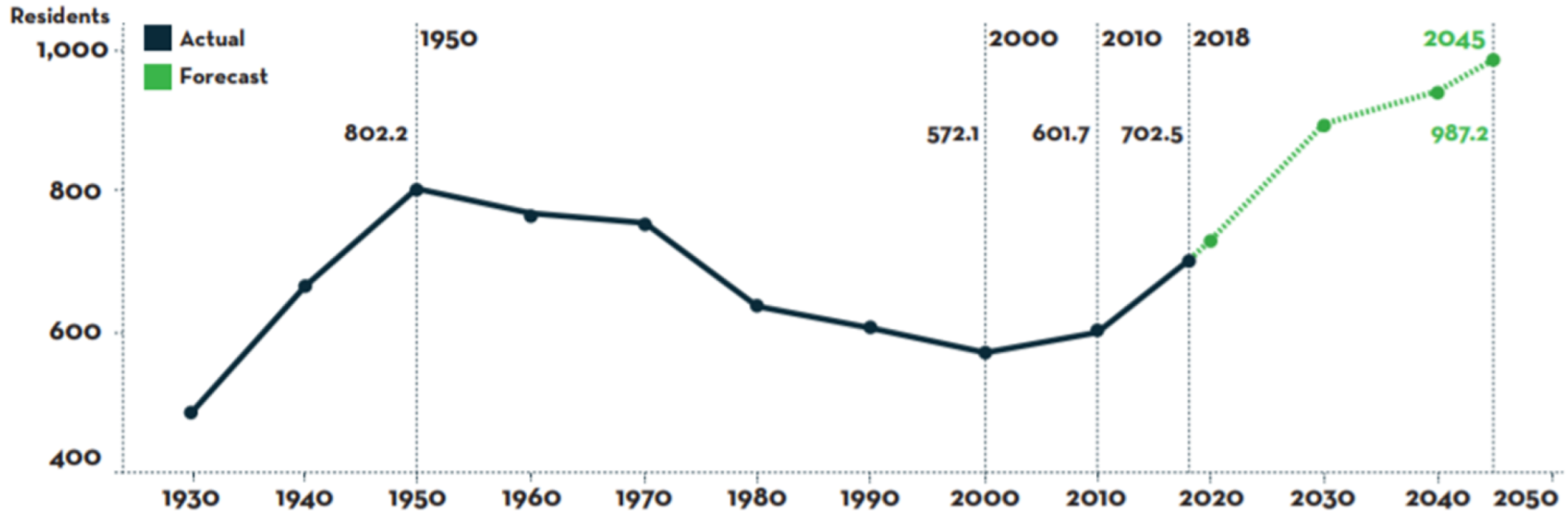
What is the right place?: Low Vehicle Miles Traveled (VMT)

Graph 1. Maximum daily miles driven by GreenPlace place type (VMT per household)



District of Columbia

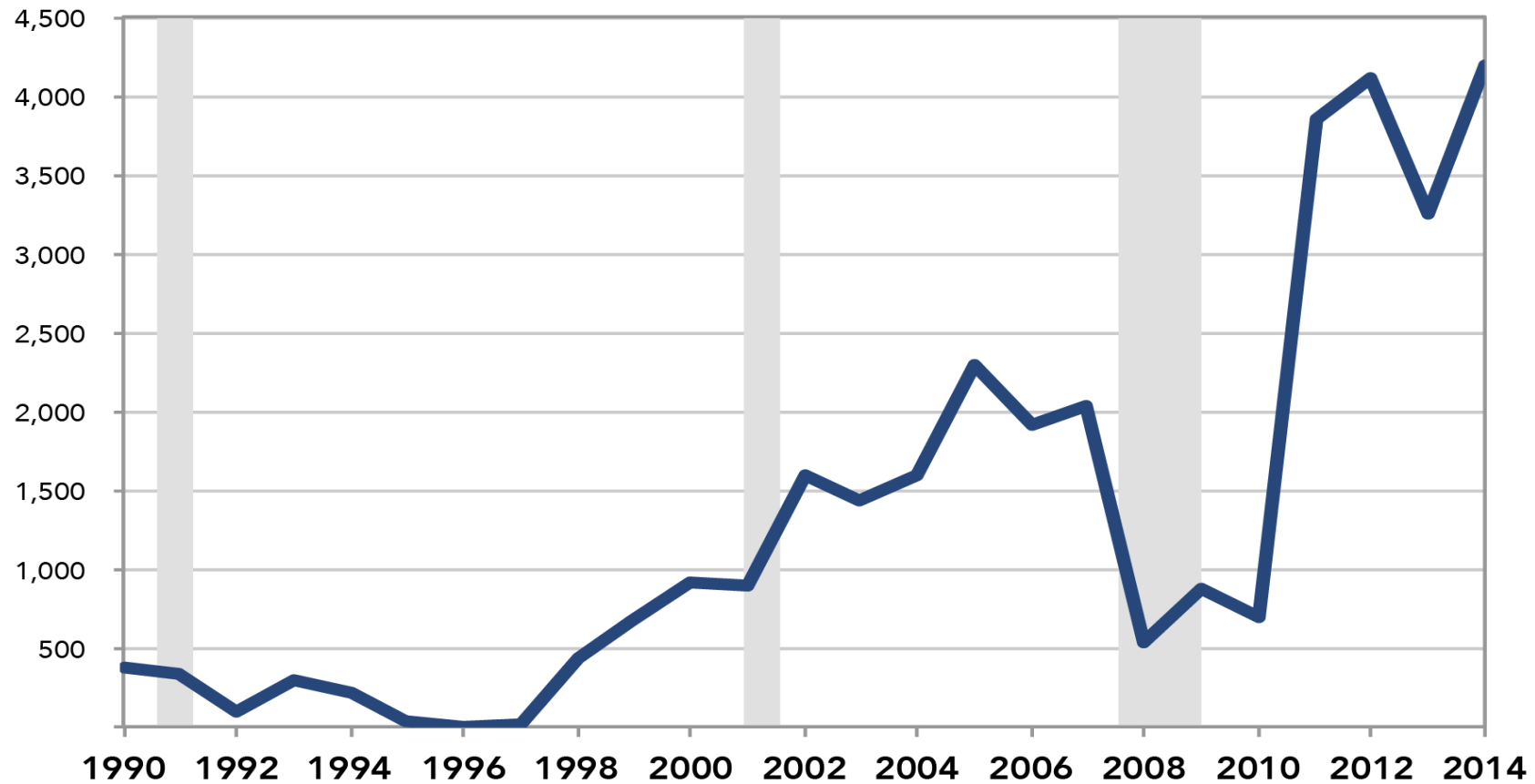
Figure 3. Washington, DC Population Growth & Forecast (000s)



Housing supply is increasing...

Building permits (units, yearly total)

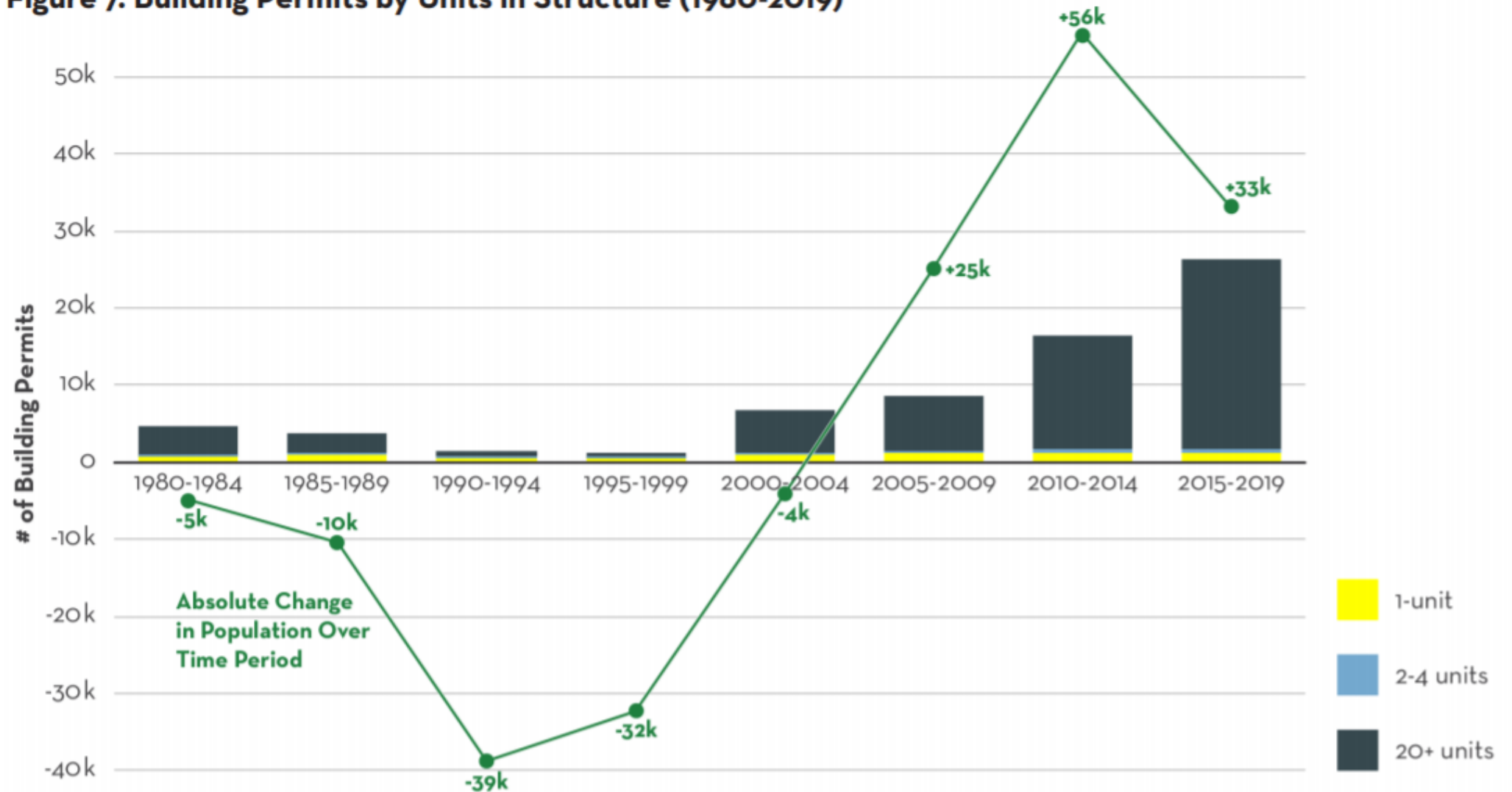
Shaded bars indicate recessions



Source: U.S Census Bureau Building Permits Survey,
NBER Recession Indicators via Federal Reserve Bank of St. Louis

COALITION FOR SMARTER GROWTH

Figure 7. Building Permits by Units in Structure (1980-2019)

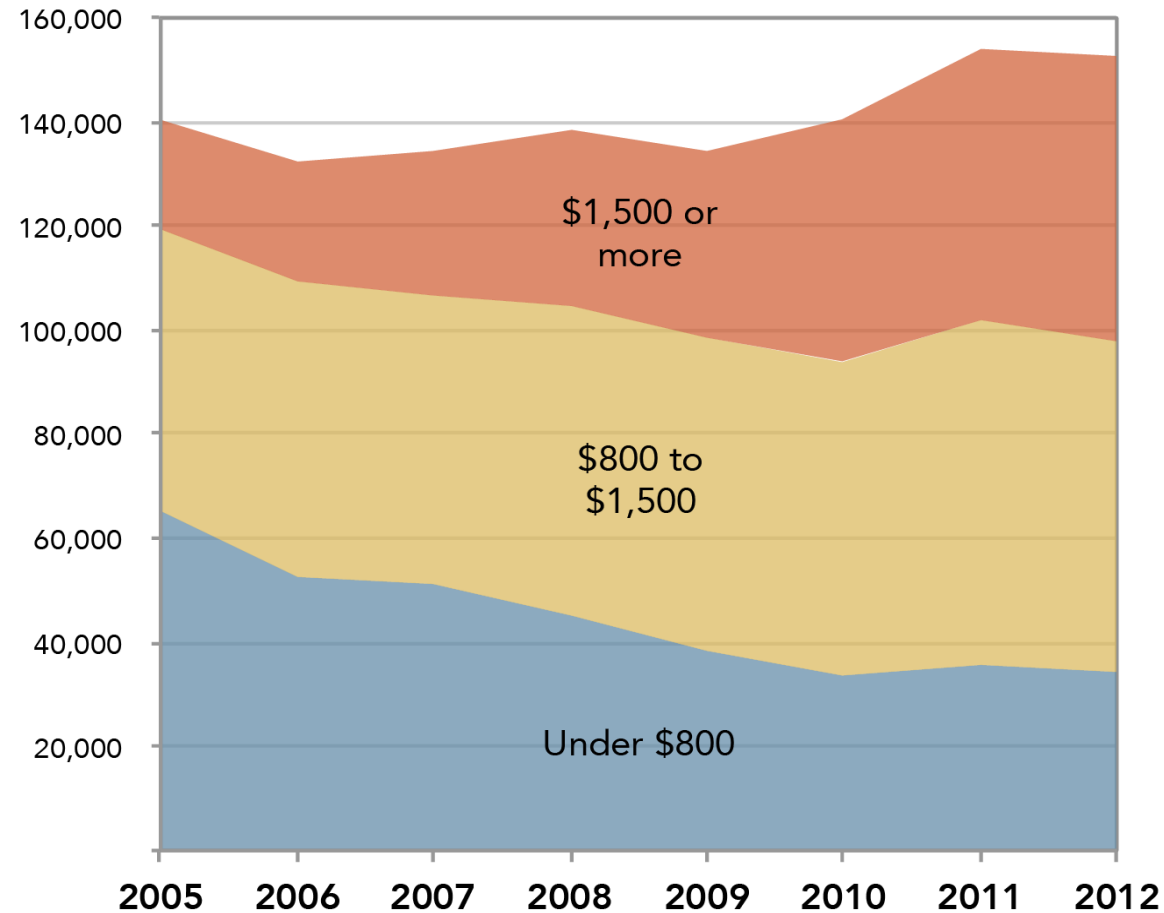


Source: U.S. Census Bureau Building Permit Survey, U.S. Census Population Estimates.

https://plandc.dc.gov/sites/default/files/dc/sites/Comprehensiveplan/007_Single%20Family%20Housing%20Report.pdf

...But much of the increase is in higher-priced units

*Number of rental units, by rent**



Source: Urban Institute

* constant 2012 dollars

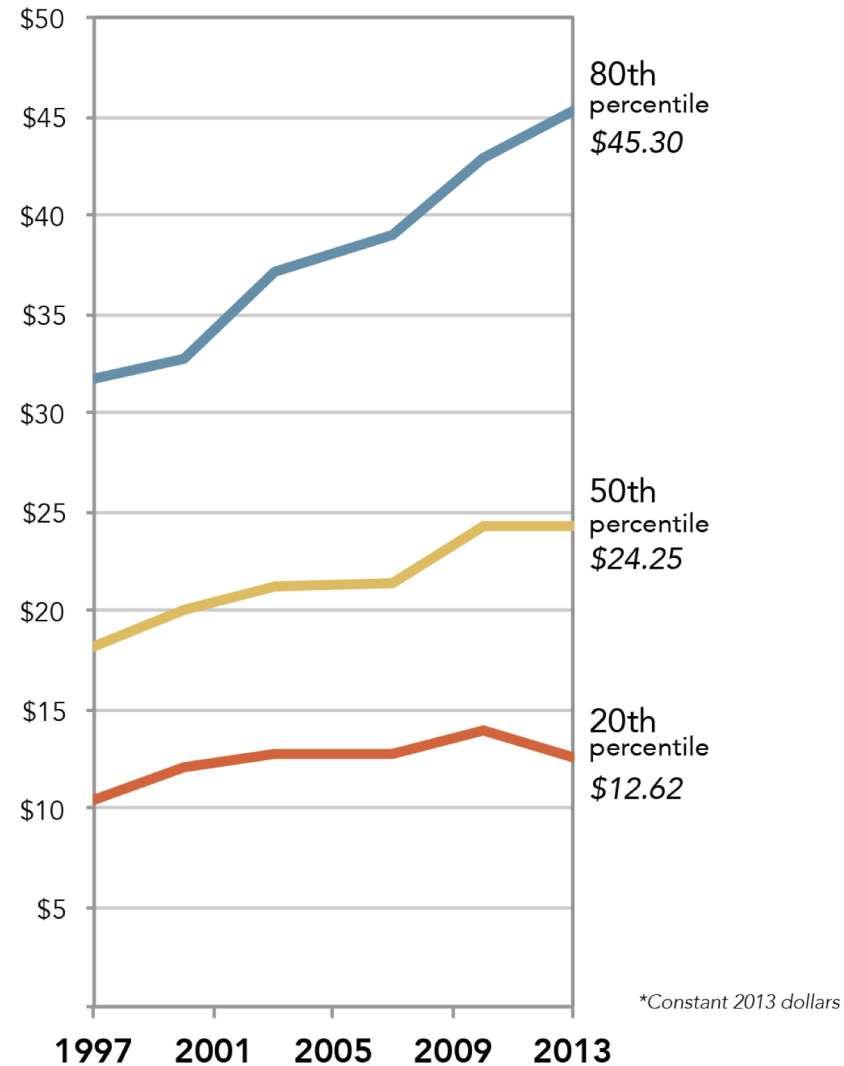
COALITION FOR SMARTER GROWTH



Coalition for Smarter Growth
DC • MD • VA

High wages are growing faster than middle and low wages.

*Wages for income earners, by income percentile**



Source: DC Fiscal Policy Institute

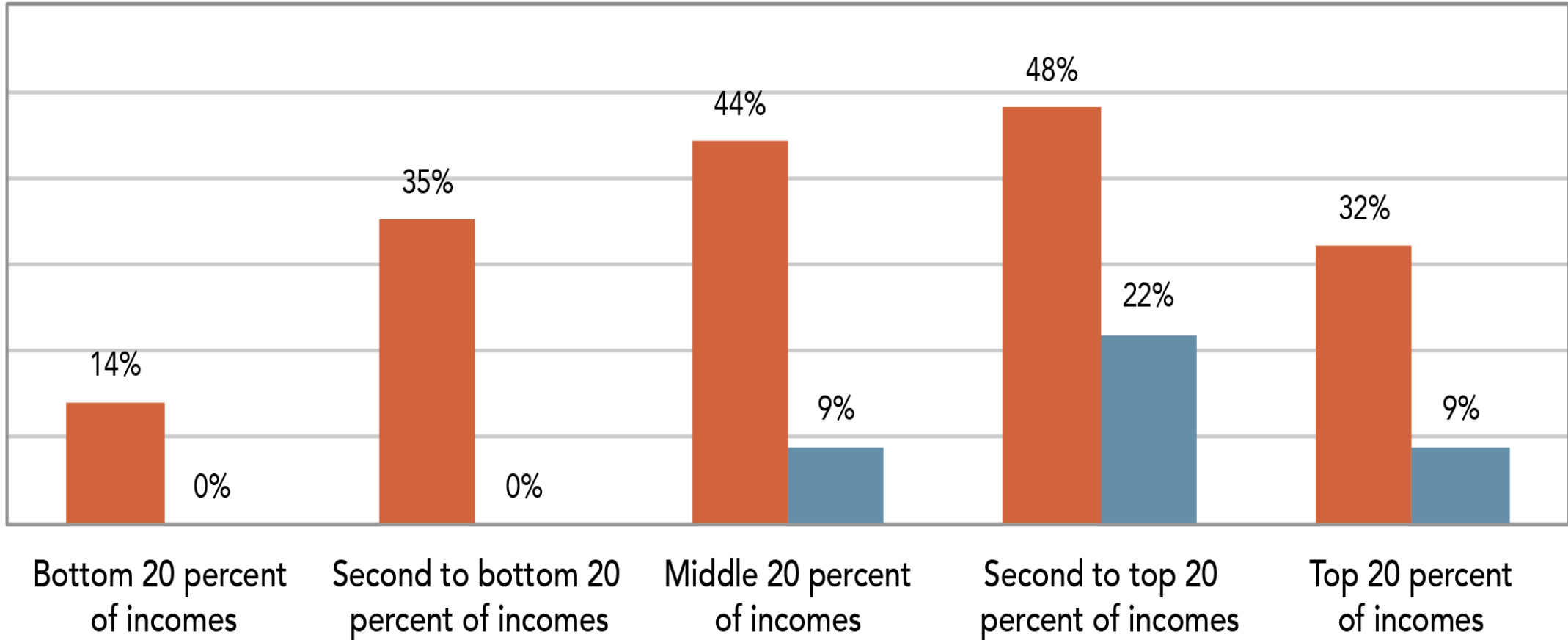
COALITION FOR SMARTER GROWTH



Coalition for Smarter Growth
DC • MD • VA

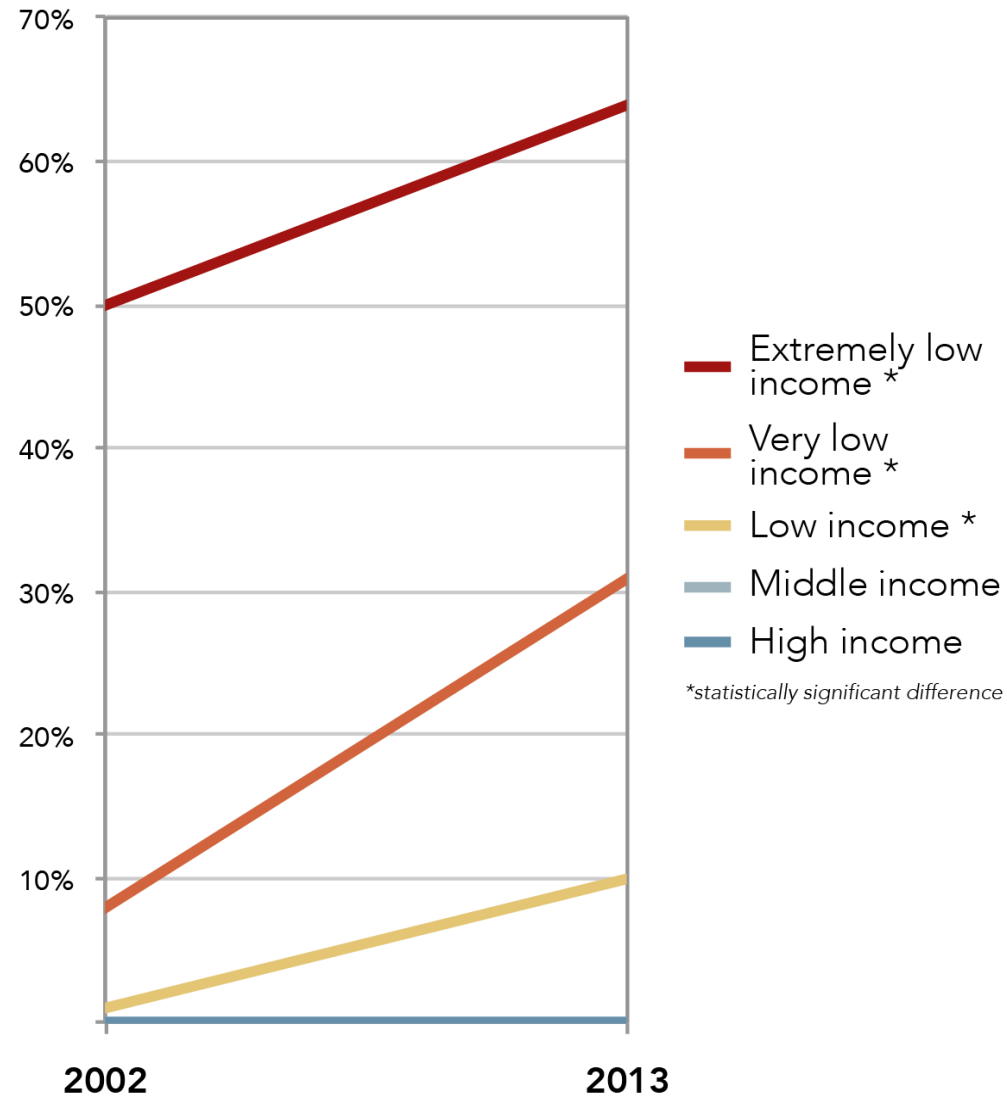
Rents are growing faster than incomes

Change in average rent and renter income, 2002-2013 ■ Rent ■ Income



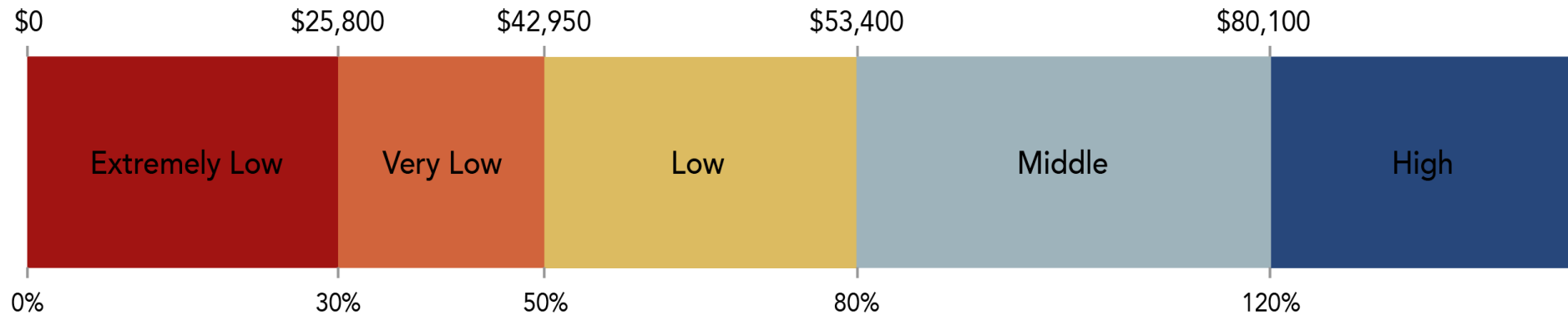
Severe cost burden is on the rise

Percent of renters spending more than 50% of their income on housing



What do we mean by income level? *Washington, DC area income definitions, 2013*

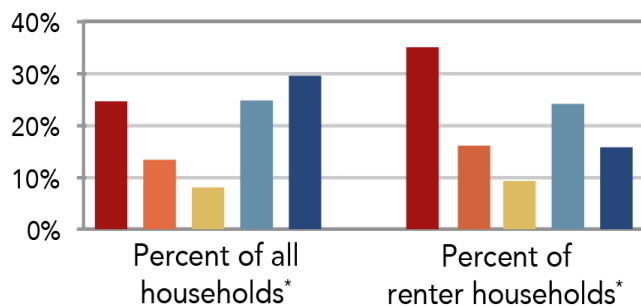
Income in dollars for a two-person household



Income as a percent of Area Median Income

Dishwasher (\$21,080)	Cashier (\$21,110) and parking lot attendant (\$19,020)	Retail salesperson (\$22,620) and cook (\$31,050)	Pharmacy technician (\$38,610) and security guard (\$33,090)	Architect (\$79,520) and special educa- tion teacher (\$57,890)
Home health aid (\$22,920) with one child	Construction worker(\$38,220) with one child	Administrative assistant (\$45,970) with one child	Mail carrier (\$56,500) with one child	Veterinarian (\$95,380) with one child

District of Columbia



Sources: Bureau of Labor Statistics, Dept. of
Housing and Urban Development, Urban Institute

*Analysis of 2009-2011 American Community Survey by the Urban Institute

COALITION FOR SMARTER GROWTH

The Five Pillars of Housing Solutions

1. Preservation
2. New construction funding using local, state & federal funds
3. New local funding to build & operate deeply affordable housing
4. Zoning and land use policy tools
5. Market supply to keep up with demand



Shown: The WREN, DC public land disposition by U Street Metro with

1. Preservation of existing affordable housing with funding from local, state and federal sources, and local legal tools

- Affordable Housing Preservation Fund
- DC's legal tools: First Right of Refusal
- Tenant protections
- Code enforcement
- Long-term affordability covenants, limited equity cooperatives, housing land trusts



3. New construction funding with federal, state and local funds

- Federal Low Income Housing Tax Credits – 4% (virtually unlimited) and 9% (highly competitive)
- State Low Income Housing Tax Credit (proposed)
- Dedicated funding for local affordable housing trust funds
- Corporate initiatives
 - Amazon \$2B nationally; Crystal City 99 year, 75% at 80% AMI and below; 20% at 50% AMI and below



Shown: Portner Flats, a TOPA deal that doubled the affordable homes at the 1400 V St NW site. Including: 48 at 60% AMI, and 48 50% AMI and below. Total number of units: 384.

Portner Flats



3. New local funding for deeply affordable housing (0-30% & up to 50% MFI)

- DC Housing Production Trust Fund and Local Rent Supplement Program
- Public Housing rehabilitation & expansion
- New Communities Initiative (DC public housing mixed income housing redevelopment)



Shown: NCI Bruce Monroe site plans to replace nearby Park Morton Public Housing. Includes 94 public housing replacement homes and 109 additional homes at 60% AMI.

4. Zoning and land use policy tools

- Inclusionary Zoning (DC, Montgomery MD; in VA: Fairfax, Arlington, Loudoun)
- Public land disposition with affordable housing set asides
- Land use planning to prioritize affordable housing in accessible locations



Shown: DC public land disposition at Eastern Market with 29% affordable housing from 30% MFI to 80% MFI.

Zoning and land use policy tools

Figure 2. 2025 Dedicated Affordable Housing Production Goals

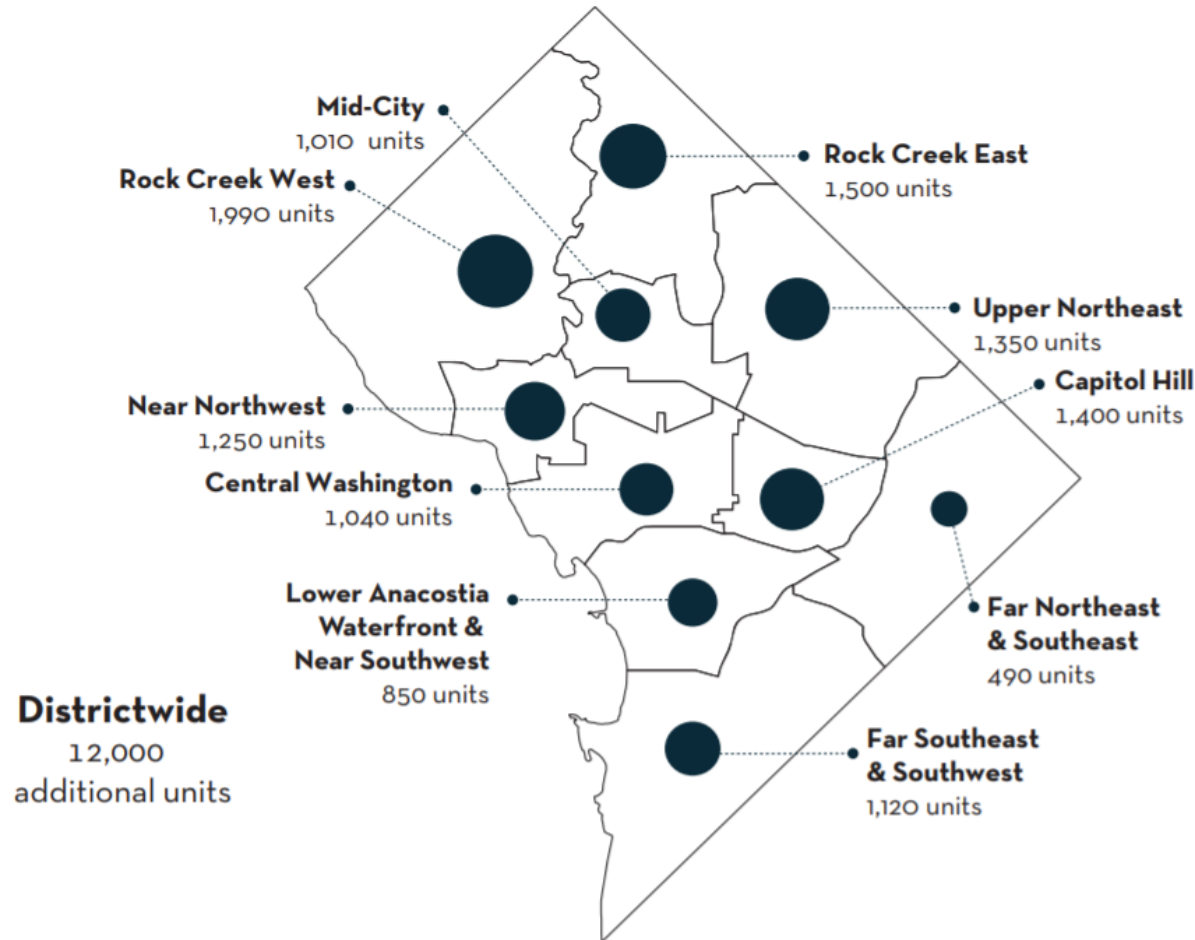


Figure 6. Current Affordable Housing Pipeline & 2025 Production Goals by Planning Area

Planning Area	Affordable Housing Production Goals	Affordable Housing Pipeline	Shortage of Affordable Housing	2025 Total Housing Production Goals*
Rock Creek West	1,990	80	1,910	1,260
Capitol Hill	1,400	280	1,120	3,270
Near Northwest	1,250	270	980	1,850
Mid-City	1,010	620	390	4,210
Rock Creek East	1,500	1,160	340	1,580
Central Washington	1,040	750	290	3,940
Upper Northeast	1,350	1,160	190	6,900
Lower Anacostia Waterfront & Near Southwest	850	910	on track	7,960
Far Southeast & Southwest	1,120	1,450	on track	2,040
Far Northeast & Southeast	490	1,290	on track	2,990
Total	12,000	7,970	5,220	36,000

Planning to help market supply to keep up with demand

- Plan for more housing capacity in the right places
- Reform zoning restrictions that reduce housing potential near transit, job centers
- Reduce/eliminate vehicle parking requirements for new housing
- Permit as a matter-of-right accessory dwelling units, duplexes, triplexes in lower density residential zones in accessible locations



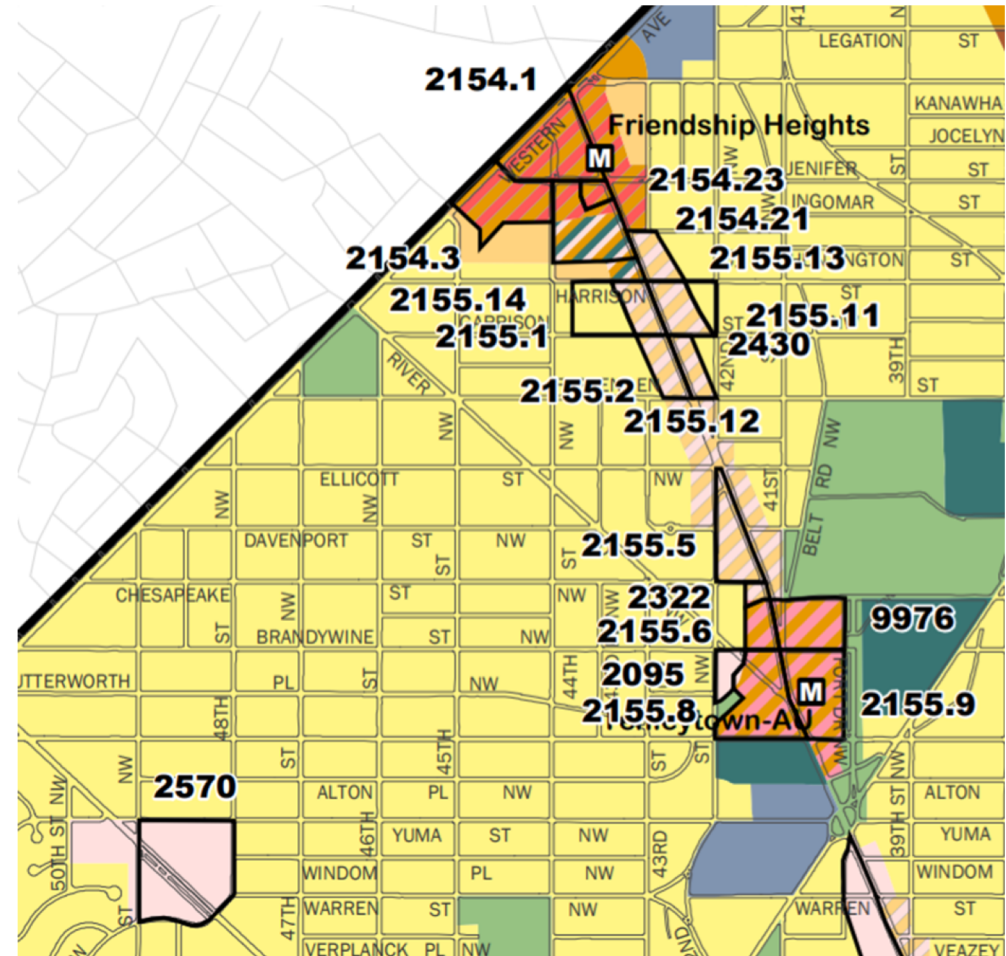
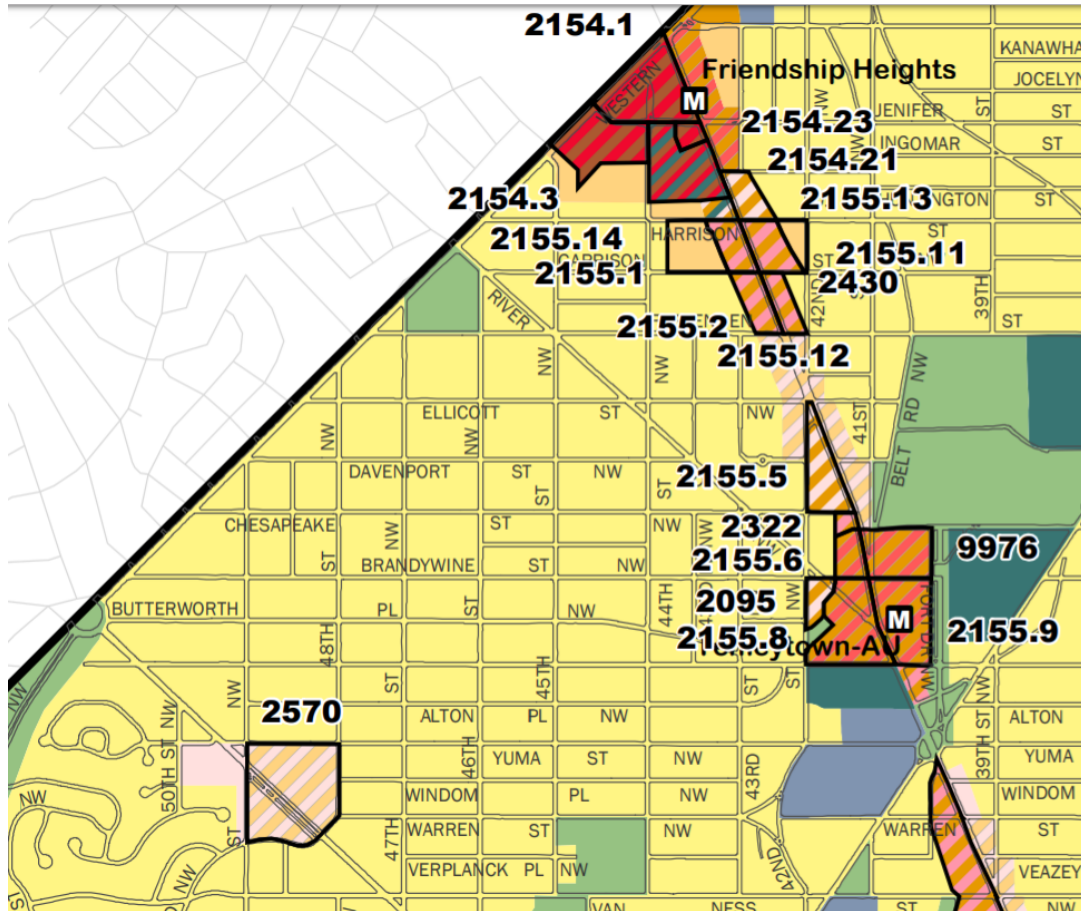
New home construction by the Brookland/CUA Metro station.

DC Comprehensive Plan update

Friendship Heights, Tenleytown, Spring Valley Future Land Use Map amendments

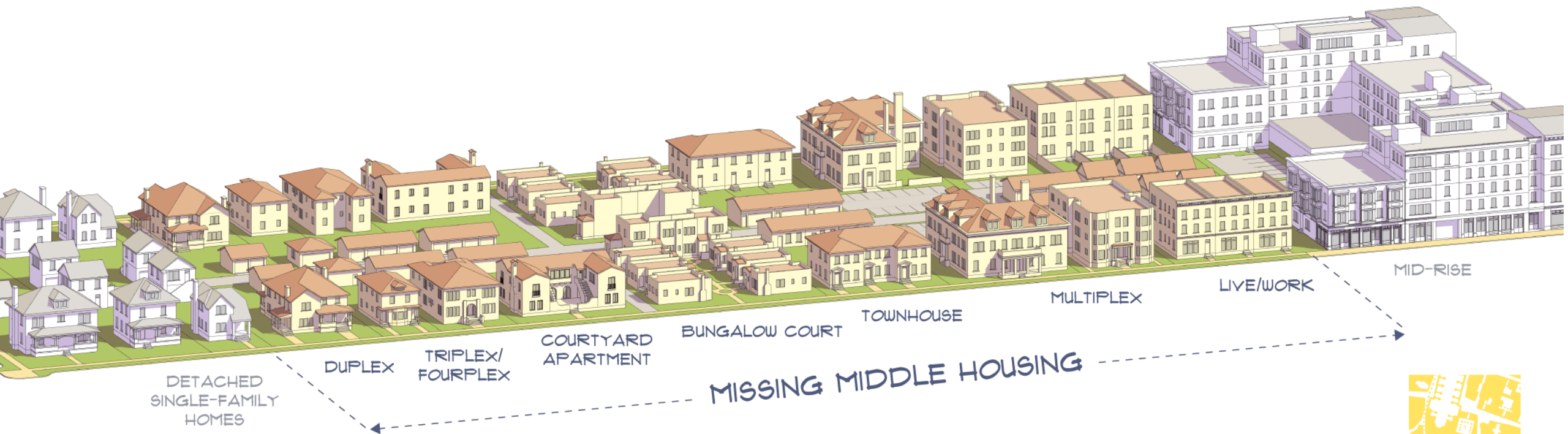
Proposed (typical) : Moderate to medium density residential/commercial
Medium to high density residential/commercial

Existing



Accessory Dwelling Units





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Rural Context

- Windy Hill Foundation – Piedmont
- Rappahannock County – Little Washington
- Warrenton
- Charlottesville

A Housing-First Agenda

- Housing as our most critical infrastructure investment (Federal, State, Local)
 - Housing trust funds
 - Shift \$ from Highway Funding
- Inclusive transit-oriented communities and inclusive revitalization of our cities and towns
 - Inclusionary zoning
 - Missing-middle housing

Marketing the benefits for current and next generation



Image credit: Coalition for Smarter Growth



Image credit: Coalition for Smarter Growth



Image credit: Coalition for Smarter Growth



Image credit: Coalition for Smarter Growth



Image credit:
Aimee Custis for
Coalition for
Smarter Growth



Image credit: Aimee Custis for Coalition for Smarter Growth

Questions

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