

VISUALIZE 2045: ADDRESSING THE REGION'S CAPACITY FOR ADDITIONAL HOUSING

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Chair, COG Planning Directors Technical Advisory Committee

Transportation Planning Board
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TPB-Endorsed Initiatives

- 1) Bring Jobs and Housing Closer Together
- 2) Expand Bus Rapid Transit Regionwide
- 3) Move More People on Metrorail
- 4) Provide More Telecommuting and Other Options for Commuting
- 5) Expand Express Highway Network
- 6) Improve Walk and Bike Access to Transit
- 7) Complete the National Capital Trail



Source: MWCOCG

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Optimized and Balance Land Use Initiative

Aspires to improve the transportation system's performance by:

1. Identifying ways to develop more housing in the region to provide regional workers to meet demand for future job growth
2. Locating future growth in jobs and households within a jurisdiction in Regional Activity Centers and/or areas with High-Capacity Transit
3. Achieving a better balanced distribution of future growth in jobs and housing between the eastern and western portions of the region

Housing for Anticipated Job Growth

Round 9.1 Forecast of Employment and Households and Calculated "Shortfall"
(1 thousands)

	2018 ⁽¹⁾	2020	2025	2030	2035	2040	2045
Forecast Employment (9.1)	3,281	3,361	3,573	3,774	3,947	4,116	4,274
Households "Needed" for Jobs	2,130	2,182	2,320	2,451	2,563	2,673	2,775
Forecast Households (9.1)	2,085	2,133	2,255	2,375	2,477	2,565	2,660
Housing "Shortfall"	45	49	65	76	86	108	115

(1) Estimate

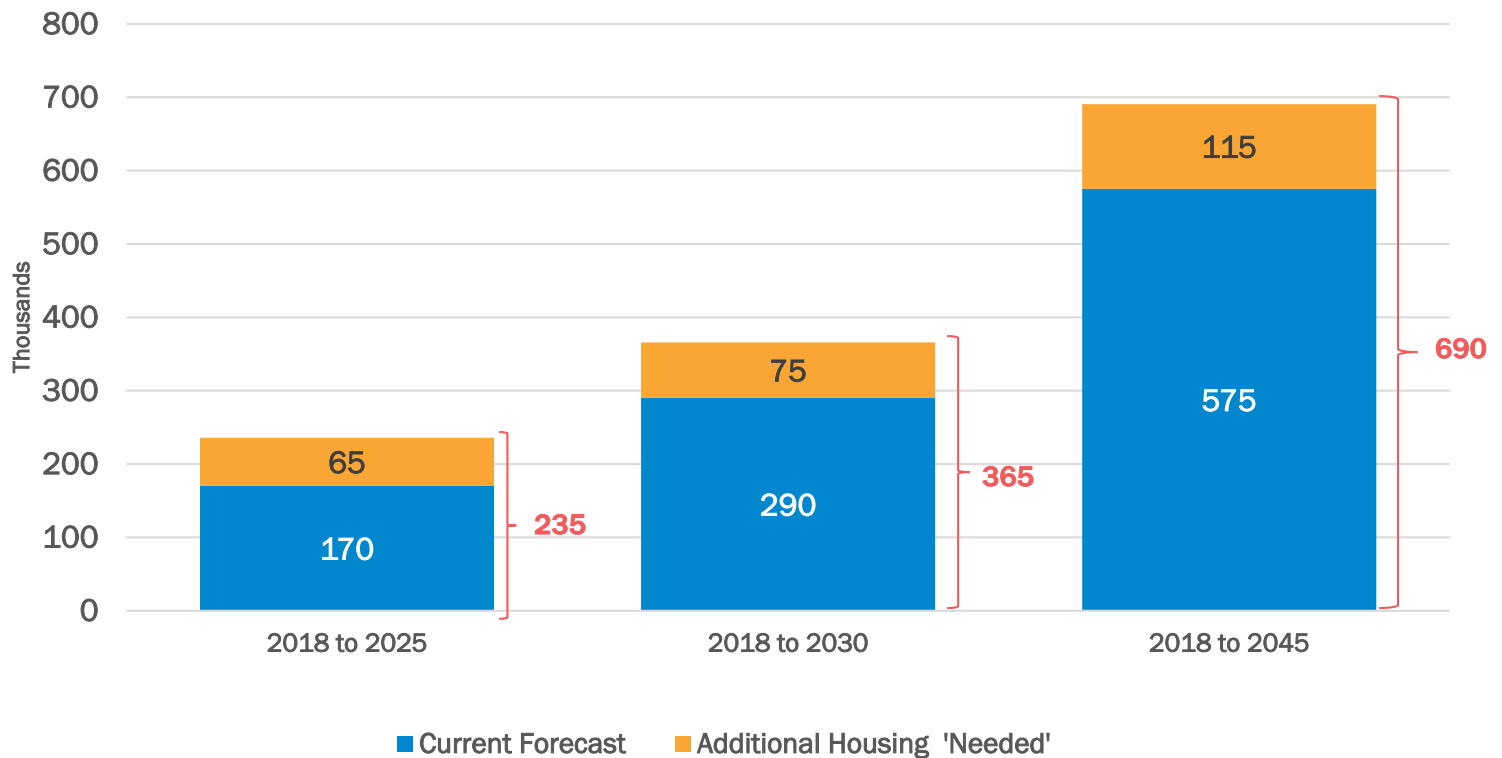
(2) Shortfall calculated using "1.54 Jobs Per Household" ratio

Source: MWCOG, Round 9.1 Cooperative Forecasts



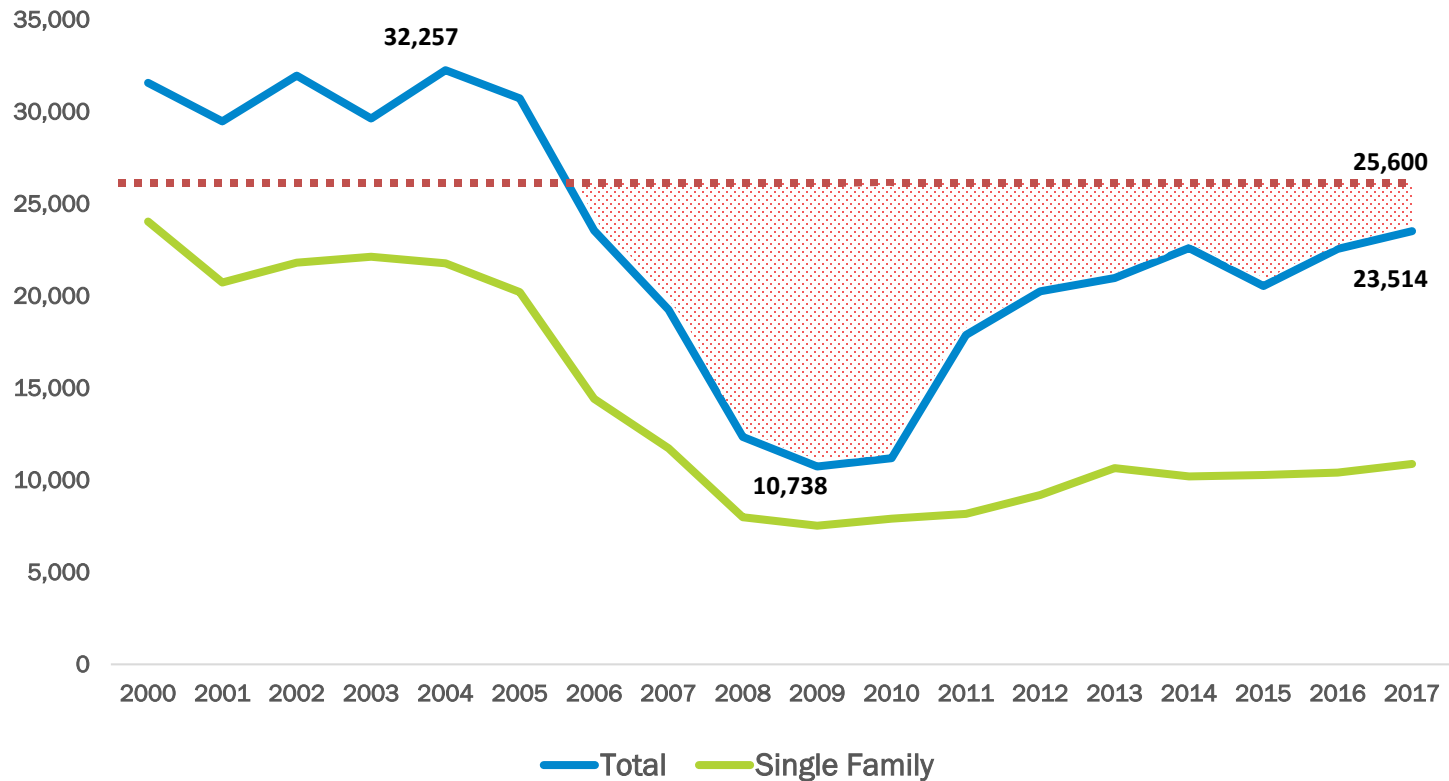
Housing Growth Between Now and 2045

Current Forecast and Additional Units Needed To Meet Future Job Growth and Optimize Transportation System Performance



Recent Trends in Housing Permits

Housing Construction Permits by Year In Metropolitan Washington



COG Board Resolution R33-2018

- Direct the Planning Directors Technical Advisory Committee (PDTAC), and the Housing Directors Advisory Committee (HDAC), to **assess the region's ability to accommodate the estimated need for slightly more than 100,000 housing units beyond those currently anticipated** in the Cooperative Forecasts with a focus on affordable and work force housing regionally.
- Building on the adopted Region Forward goals and targets, the PDTAC should **examine the optimal incentives for adding additional housing, with an emphasis on preservation and production within the Regional Activity Centers and around high capacity transit stations** and work to update future Cooperative Forecasts as needed.
- Direct that the **PDTAC and HDAC work with the Region Forward Coalition, and key regional business, civic, and philanthropic organizations to assess ways to assist local governments** with meeting the enhanced housing production targets while ensuring that future growth creates truly inclusive communities.

COG Board Resolution R33-2018

- The PDTAC should also include an **assessment of factors or impediments to adding more housing units such as lack of critical public infrastructure** (transportation, schools, water and sewer).
- Reaffirm the work underway within PDTAC to **identify current local government planning efforts that support the initiatives of the TPB Long-Range Plan Task Force.**



Engaging the Planning Directors

TPB Director, Kanti Srikanth, briefed the PDTAC and requested its assistance in identifying how this initiative could be advanced.

Actions could include:

- *Advising the TPB*
- *Identifying specific actions jurisdictions could take to advance these ideas*
- *Identifying resources needed to advance these ideas*
- *Identifying actions the region could collectively take*
- *Identifying impediments to realizing the full potential of this initiative*



Planning Directors' Key Questions

Amount:

Can the region accommodate an additional 100,000 households above what is currently forecast by 2045?

Accessibility:

Can the additional households be located in Activity Centers and near High Capacity Transit areas?

Affordability:

What is the right mix of housing types and prices to accommodate our current and future workers?

Constellation of Housing Research Efforts



THE GEORGE
WASHINGTON
UNIVERSITY

CENTER FOR
WASHINGTON
AREA STUDIES

Northern Virginia
Affordable Housing
Alliance



Housing Leaders Group
of Greater Washington

The First Hurdle: Amount



Can We Accommodate More Households?

Is there capacity for an additional 100,000 households beyond what's currently forecast within the region's existing comprehensive plans?

- **YES**, comprehensive plans have enough capacity to address increased housing production
- However, zoning and comprehensive plan changes may still be necessary for jurisdictions
- And, supply alone doesn't address the region's current and future housing affordability needs



Barriers or Impediments to Increased Housing Production



**Land Use /
Regulatory
Structure**




**Market
Forces**



**Community
Dynamics**





Impediments – Land Use / Regulatory Structure

- Infill Development Challenges (cost, design, disruption) and Individual Project and Parcel Complexities
- Environmental Issues
- “Easy” parcels have been developed – consolidating and assembling parcels is difficult to do
- Local, State and Federal Government Regulatory Practices (e.g., existing proffer legislation in Virginia)
- Political Will and Competing Priorities (Limited resources and decreased federal support)



Impediments – Market Forces

- Cost of Construction (Rising materials and labor costs)
- Rising Land Values Around Activity Centers and Metro Station Areas
- Financial Feasibility Considerations (Lender / investor requirements)
- Risk Mitigation: Opposition to development and potential carrying costs reduces smaller-scale developer capacity
- Delivery of Neighboring New Properties (Slows absorption rates even in hot markets)





Impediments – Community Dynamics

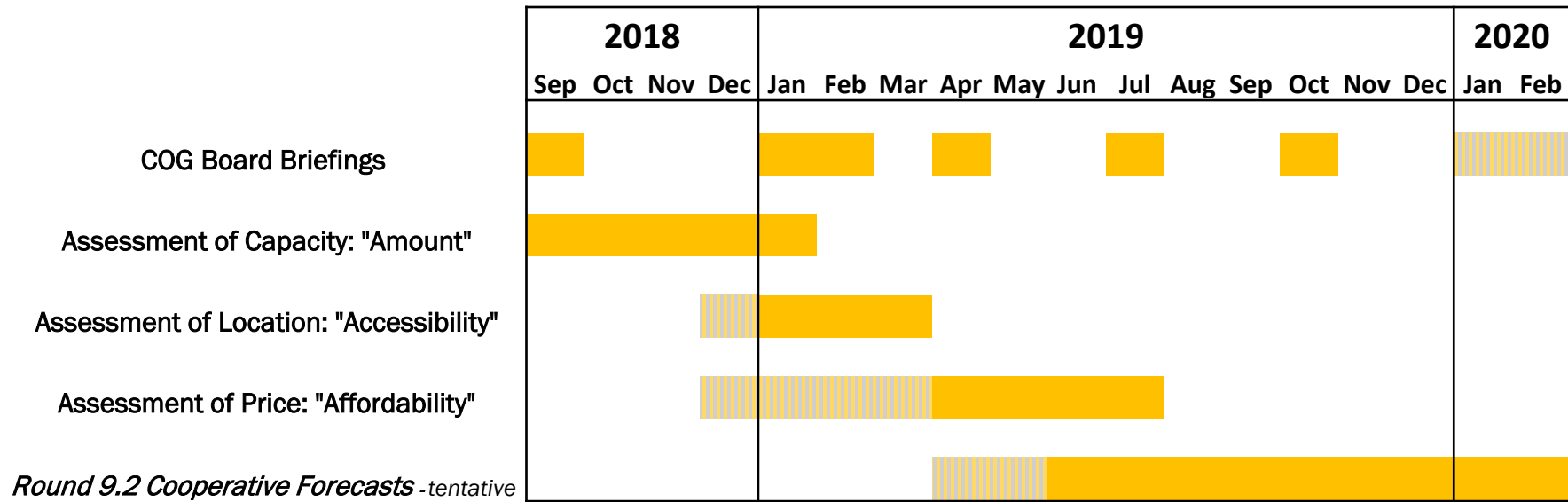
- Community / Citizen Opposition to Neighborhood Change
- Legal Challenges (Lawsuits against PUDs or other types of development, including by-right developments)
- Infrastructure Needs (School overcrowding / traffic-congestion concerns)
- Misperceptions About Housing Options (“You don’t have to live here.”)



Next Hurdles: Analyzing Accessibility and Affordability



Regional Housing Needs Work Schedule



Exploring a Range of Housing Types



Daniel Parolek, Opticos Design, Inc.



Questions?

- Do we need an improved feedback loop between transportation and land use?
 - Land use is often called on to support transportation, but transportation needs to support land use.
- Should we be planning transportation to serve potential new nodes of density?
- Where are the best locations for additional housing?
- How can land use and transportation be better coordinated?

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Metropolitan Washington
Council of Governments

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