



## **Current Housing Trends in Washoe County and Planning's Effect on Housing**

Washoe County Design Review Committee

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### **Current Housing Trends in Washoe County and Planning's Effect on Housing**

#### **Two Parts:**

- Some basic housing and socio-demographic trends in Washoe County.
- Overview of the relationship between planning and housing development.

## **Basic Housing and Socio-Demographic Trends in Washoe County**

Total Population  
 Total Number of Housing Units  
 Average Household Size (Renters and Owners)  
 Vacancy Rate  
 Year Built

## **Basic Housing and Socio-Demographic Trends**

Total Population 2012 to 2015 City of Reno, City of Sparks, Washoe County, State of Nevada				
Year	City of Reno	City of Sparks	Washoe County	State of Nevada
2012	226,305	90,099	422,010	2,704,204
2013	228,442	91,168	425,495	2,730,066
2014	231,103	92,236	429,985	2,761,584
2015	234,161	93,437	435,019	2,798,636
<b>2012-2015 Actual Change</b>	7,856	3,338	13,009	94,432
<b>2012-2015 Percent Change</b>	3.5%	3.7%	3.1%	3.5%
<b>2012-2015 Annual Average</b>	230,002	91,735	428,127	2,748,623

*Source: U.S. Census Bureau, American Community Survey, 5 Year Estimates 2015*

## Basic Housing and Socio-Demographic Trends

### Total Number of Housing Units 2012 to 2015 City of Reno, City of Sparks, Washoe County, State of Nevada

Year	City of Reno	City of Sparks	Washoe County	State of Nevada
2012	101,279	36,990	184,432	1,171,300
2013	101,400	37,497	184,882	1,177,751
2014	102,408	37,744	185,685	1,185,232
2015	102,888	37,942	186,481	1,192,083
<b>2012-2015 Actual Change</b>	1,609	952	2,049	20,783
<b>2012-2015 Percent Change</b>	1.6%	2.6%	1.1%	1.8%
<b>2012-2015 Annual Average</b>	101,994	37,543	185,370	1,181,592

Source: U.S. Census Bureau, American Community Survey, 5 Year Estimates 2015

## Basic Housing and Socio-Demographic Trends

### Average Household Size (Renters) 2012 to 2015 City of Reno, City of Sparks, Washoe County, State of Nevada

Year	City of Reno	City of Sparks	Washoe County	State of Nevada
2012	2.39	2.66	2.50	2.68
2013	2.40	2.64	2.51	2.69
2014	2.41	2.66	2.53	2.71
2015	2.40	2.69	2.53	2.72
<b>2012-2015 Actual Change</b>	0.01	0.03	0.03	0.04
<b>2012-2015 Percent Change</b>	0.4%	1.1%	1.2%	1.5%
<b>2012-2015 Annual Average</b>	2.40	2.66	2.52	2.70

Source: U.S. Census Bureau, American Community Survey, 5 Year Estimates 2015



## Basic Housing and Socio-Demographic Trends

Average Household Size (Owners) 2012 to 2015 City of Reno, City of Sparks, Washoe County, State of Nevada				
Year	City of Reno	City of Sparks	Washoe County	State of Nevada
2012	2.55	2.69	2.61	2.69
2013	2.54	2.66	2.61	2.70
2014	2.55	2.63	2.61	2.71
2015	2.56	2.64	2.61	2.71
2012-2015 Actual Change	0.01	-0.05	0.00	0.02
2012-2015 Percent Change	0.4%	-1.9%	0.0%	0.7%
2012-2015 Annual Average	2.55	2.66	2.61	2.71

Source: U.S. Census Bureau, American Community Survey, 5 Year Estimates 2015

## Basic Housing and Socio-Demographic Trends

Vacancy Rate (Owner and Renter Combined) 2012 to 2015 City of Reno, City of Sparks, Washoe County, State of Nevada				
Year	City of Reno	City of Sparks	Washoe County	State of Nevada
2012	11.78%	9.39%	12.22%	15.23%
2013	11.17%	8.66%	11.73%	15.78%
2014	11.01%	7.93%	11.43%	15.13%
2015	10.31%	7.79%	10.80%	14.41%
2012-2015 Percent Change	-1.47%	-1.60%	-1.42%	-0.82%
2012-2015 Annual Average	11.07%	8.44%	11.55%	15.14%

Source: U.S. Census Bureau, American Community Survey, 5 Year Estimates 2015

## Basic Housing and Socio-Demographic Trends

Age Range	Year Structure Was Built For 2015			
	City of Reno, City of Sparks, Washoe County, State of Nevada			
	City of Reno	City of Sparks	Washoe County	State of Nevada
Built 2014 or later	150 0.1%	20 0.1%	256 0.1%	1,697 0.1%
Built 2010 to 2013	1,522 1.5%	658 1.7%	2,418 1.3%	20,529 1.7%
Built 2000 to 2009	22,768 22.1%	10,763 28.4%	43,539 23.3%	365,079 30.6%
Built 1990 to 1999	18,359 17.8%	6,630 17.5%	37,492 20.1%	317,813 26.7%
Built 1980 to 1989	14,818 14.4%	5,836 15.4%	28,923 15.5%	186,150 15.6%
Built 1970 to 1979	19,919 19.4%	7,145 18.8%	36,647 19.7%	163,756 13.7%
Built 1960 to 1969	10,281 10.0%	3,268 8.6%	16,974 9.1%	72,368 6.1%
Built 1950 to 1959	7,444 7.2%	2,317 6.1%	10,567 5.7%	36,759 3.1%
Built 1940 to 1949	3,413 3.3%	693 1.8%	4,375 2.3%	13,961 1.2%
Built 1939 or earlier	4,214 4.1%	612 1.6%	5,290 2.8%	13,971 1.2%
<b>Total Number of Units</b>	<b>102,888</b> <b>100.0%</b>	<b>37,942</b> <b>100.0%</b>	<b>186,481</b> <b>100.0%</b>	<b>1,192,083</b> <b>100.0%</b>

Source: U.S. Census Bureau, American Community Survey, 5 Year Estimates 2015

## Relationship Between Housing and Planning

### Planning affects housing supply and cost through:

- Policy: Master Plans, often called ***comprehensive plans***, provide a long-range vision for the built environment of a community in order to protect the ***public health and safety*** and to promote the general welfare.
- Regulation: Implements land use policy through zoning, subdivision, and other regulations

### Master Plan Policies

- Master Plans typically include policies affecting housing.
- Master Plan policies affecting housing may include:
  - Requirements for a percentage of proposed housing to include affordable (below market rate) housing; typically referred to as “inclusionary housing”.
  - Policies when rent control is imposed (typically when affordable housing stock as a percentage of all housing stock falls below a certain level).
  - Density ranges for certain locations within a jurisdiction (usually tied to a Master Plan map).
  - Promotion of live/work housing.
  - Included with, or tied to, the Master Plan may be the Capital Improvements Plan (CIP) which can guide the timing of services that will support the development of preferred housing types identified in the Master Plan.



## Master Plan Maps

Master Plan maps can identify the preferred land use pattern over the period of the Master Plan:

- The Master Plan map may show the relationship and location between residential, commercial, industrial and public service uses.
- The Master Plan map will typically guide the location of specific zoning categories currently and in the future.

## Housing and Master Planning

Master Planning in Nevada: **4 distinctions:**

- **15 Counties:** May adopt any element enumerated in NRS; many include a conservation & public lands element.
- **Lake Tahoe Basin:** TRPA's regional plan trumps, in most cases, the 3 Nevada counties with land in the basin.
- **Washoe County:** *A Regional Planning Agency is required and all local governments must conform their Master Plans and Zoning Ordinances/Maps with the adopted Regional Master Plan.*
- **Clark County:** All local jurisdictions must adopt all elements of a Master Plan as prescribed in NRS.
  - Recently completed Southern Nevada Strong Plan is being voluntarily followed by the local jurisdictions

## Housing and Zoning

- Zoning is the typical tool for implementing a Master Plan.
- 4 generalized types of zoning tools:
  - **Euclidian**: most common; identification of use types e.g. residential, commercial, industrial, public service, recreation; distinct separation of uses; specific densities; defined lot setbacks and building heights; often results in a grid development pattern e.g. lot and block.
  - **Planned Unit Development**: can be a zoning category, method of arranging uses within Euclidian zoning, or a subdivision process (NRS 278A); typically permits exceptions for lot size and design e.g. setbacks, height of structures, mixing of uses.
  - **New Urbanism**: regulations focus on creating walkable communities; more akin to Planned Unit Development; often represented as a village concept e.g. commercial, workplace and recreation located near by residential uses.
  - **Form Based**: probably least used in the U.S.; more focused on design; sufficient buffering allows seemingly incompatible uses; eschews rigid use categories and lot, height, etc. regulations.

## Housing and Zoning

As a “rule of thumb”, zoning accommodates about 5-10 years of growth:

- Result: not all property will be zoned to its highest and best use per the Master Plan each year.
- Will have an effect on how and where desired types of housing can be located.
- Will have a possible effect on the cost of housing should adopted zoning not address needed housing types.
- Zoning regulations e.g. density, lot size and setbacks, height restrictions, floor area ratios (FAR) for multi-family housing can affect the cost of housing depending on how rigid the regulations are.



## Housing and Subdivision Regulations

NRS requires each county and municipality to have subdivision regulations:

- NRS provides substantial guidance on how land is subdivided.
- 3 types of subdivision processes:
  - **Parcel Map:** 5 or fewer lots; local ordinances are authorized to require subdivision improvements within 5 years of subdividing original parcels.
  - **Subdivision Map:** 6 or more lots; typically street, utility and other improvements are required at time of final map (or bonded for).
  - **Map of Division into Large Parcels:** 40 acre minimum, or 1/16 of a section lot sizes, minimal requirements for approval, no minimum number of lots.

## Housing and Subdivision Regulations

Effects of subdivision regulations:

- Design requirements for lots based on topography and natural features, e.g. streams.
- The amount and type of off-site improvements that can be reasonably related to the impact of new lot development.
- Inter-relationship between jurisdictions and subdivisions that create homeowner associations that agree to provide in-lieu public services, e.g. street maintenance.
- Types of financial assurances required for subdivision improvements, e.g. bonds vs. letters of credit.

## Housing and Other Regulations

Other regulations such as special (conditional) use permits can have an effect.

- Many jurisdictions require a special use permit for Planned Unit Development (PUD) projects
- Use permit requirements for PUDs can lead to a dilemma of balancing public input with best utilization of marginal land
  - Often neighboring property owners in more traditional lot & block subdivisions with uniform sized lots will object to what appears to be more dense development
  - Developers that wish to avoid citizen opposition may develop larger lots on marginal land which leads to increased development costs and resulting increased housing prices

## Housing and Transportation Planning

Transportation Plans typically address streets and highways and transit:

- Streets and highways plans usually consist of:
  - Distinctions between types of streets e.g. local, collector, arterial, etc.
  - New, or expanded, streets and highways to serve anticipated growth as reflected in Master Plans.
  - Capital Improvement Program (CIP) that identifies the timing of new, or expanded, streets and highways and the funding sources for same.
- Transit plans usually consist of:
  - Types of transit to be supported e.g. bus, light or heavy rail, air and accompanying supporting facilities (terminals, maintenance facilities, etc.) to serve anticipated growth as reflected in Master Plans.
  - Location of transit e.g. bus routes and stations; rail stations; airports.
  - Capital Improvement Program (CIP) that identifies the timing of new, or expanded, transit and the funding sources for same.

## Housing and Transportation Planning

Transportation Plans can affect the provision of housing by:

- Affecting the timing of the provision of desired housing based on when appropriate transportation facilities will be available.
- Affecting the cost of housing based upon when transportation facilities are available to serve the density and type of housing identified in a Master Plan and on a zoning map.
  - Example: if housing is proposed at a Master Plan density that is not supported by an adopted Transportation Plan, the cost of extending the needed transportation facilities per the plan will be a requirement of the developer and eventually reflected in an increased cost for the proposed housing.

## Housing and Government Organizations

Many different government organizations involved in planning, including:

- Local planning organizations and service providers.
- Regional planning organizations e.g. Metropolitan Planning Organization (MPO), and service providers.
- State planning organizations and service providers.
- Federal agencies e.g. Dept. of Housing and Urban Development (HUD).



## Housing and Government Organizations

The provision and cost of housing affected by the level of coordination between the players in planning:

- Example: a local Master Plan that is not coordinated with a Transportation Plan prepared by another organization can result in housing be permitted at a density that is not supported by a transportation plan; result can be congestion, increased air pollution.
- Example: a local Master Plan that includes inclusionary housing policies, but which has not considered appropriate densities to encourage developers to provide such housing can result in the slowing of the provision of needed housing types.
- Example: local Master Plans by neighboring jurisdictions that are not coordinated can result in disparate service costs e.g. an inter-local fire response agreement whereby one jurisdiction's fire department is responding to another jurisdiction's incidences of fire because of different housing types and densities at the border of both jurisdictions.

## Housing Costs and Affordability

Four Primary Considerations:

- Demographics
- Interest Rates
- Economic Conditions (Local, Regional, National)
- Government Policies (and Subsidies)



**Thank You.**

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