

# Clark County Housing Action Plan (HAP)

Justin Wood, Government Affairs Coordinator for  
the Building Industry Association of Clark County

Co- author: Phil Wuest, Ginn Group

# Governing Legislation

- HB 1923- \$100,000 grant to Cities and counties to do a housing options study and draft a plan to increase affordable and middle housing opportunities.
- Affordability definition- "affordable housing means, unless the context clearly indicates otherwise, residential housing whose monthly costs, including utilities other than telephone, do not exceed 30 percent of the monthly income of a household whose income is, for rental housing 60 percent or for owner-occupied housing 80 percent, of the median family income adjusted for family size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development (HUD);" (HB 1923)

# Strategies that can be implemented in the near future

- A 1.2- “Reduce minimum lot sizes for townhouses to 2,000 square feet or smaller throughout the medium density zones, by aligning and revising minimum lot sizes and maximum densities”
- A minimum lot size for townhomes of 1,750-1,800 would work for the industry. This should be implemented soon
- A 1.4- “Introduce minimum lot sizes for triplexes and quadplexes where proposed in low and/or medium density zones that are less than current lot area per dwelling unit”
- The industry agrees this would increase allow housing types in low or medium density zones

# How should we calculate density?

- Multiple strategies call for requiring min. density or even removing density limits. We believe this carrot and stick approach would have unintended consequences. Both reducing lot size and requiring density seem like totally disparate strategies.
- Through conversations with members we think a uniform density for each zone should be calculated based on gross site area. Product type shouldn't be a part of the conversation if adequate density is achieved.
- We believe Up-zoning is the most transparent way to expand zoning but is more of a long-term strategy

# Home Ownership-Middle Housing

- Middle housing creates opportunities for home ownership, generally at a reduced premium
- It seems the industry is penalized for plats
- Site plan vs. Subdivision- where can I achieve the most density and what limits density. Public dedications, infrastructure etc.
- We are in full favor of a small lot subdivision solutions as referenced in the draft HAP
- Expand residential opportunities in commercial zones through a type 3 zoning change

# Concerns on limiting product type

- A 5.6- “Limit single-family detached uses in medium-density zones, either by prohibiting them or limiting them to a portion of a PUD development, in order to encourage variety of other housing types.”
- A 5.7-“Limit townhouse uses in high-density zones, either by prohibiting them or limiting them to a portion of a PUD development, in order to encourage variety of other housing types”
- The GMA calls for a variety of housing types. These product types generally offer ownership opportunities, and owning real estate is the best way to establish generational wealth across all demographics. Incentives like densities bonuses in PUDs would be an easy way to encourage a range of middle housing in low/medium density zones. EX. Duplexes on corner lots with bonus density.

# Off Street Parking Requirements

- B 1.3- “Adjust driveway spacing and access requirements for townhouses, to balance preservation of onstreet parking, a walkable sidewalk realm, and development feasibility”
- We need to be careful and not take the HAP as an excuse to institute additional design standards. Width of driveways, front entrances, front façade, etc.
- B 1.6- “Revise minimum parking off-street parking minimums for multifamily residential, currently set at 1.5 spaces for all units regardless of size, location, or resident characteristics”
- This could even be reduced to 1.2 and is based on what the market wants.

# Simplify Design Standards

- B 3.2- “Revise cottage housing standards, to increase development feasibility while providing a coherent site design with a balance of amenities. Consider increasing allowed density, permitting a greater variety of attached or detached units that maintain the clustered layout around the common courtyard, reducing quantity of common and private open space required per dwelling..... providing a variety of parking configurations including shared parking areas and individual garages”
- This is something we can achieve right now. A lessening of the open space requirement coupled with a sq ft. exemption for 1 attached single car garage would make cottage housing more affordable and viable for what the market wants. Most of the time, more units can be placed on a site with individual garages rather than shared parking areas.

# Simplify Design Standards

- B 3.3- “Revise open space and recreation area requirements for larger multifamily projects (13+ units), to reduce competition for site area on the highest density projects and thereby incentivize higher density development”
- Again, this is something we can accomplish right now. Incentives create a collaborative environment with viable market driven solutions. Policies like mandatory inclusionary housing actually make market rate units in that same building more expensive.
- Remember that input costs are always passed on to consumers, no matter the industry.

# Possible Long-Term Solutions

- Up-zoning
- Revise condominium liability laws, current projects are targeting to the higher price points to account for possible liability
- Commercial redevelopment
- Process improvements- E-plan, SEPA, stormwater
- Regional stormwater facilities
- Ample communication to citizens on what middle housing is

# Long-Term Concerns

- GMA- The goal of GMA is to prevent urban sprawl. SEPA review should be less strict within the UGA.
- Open PUD ordinance, middle housing types, incentives for building projects with homeownership opportunities
- G 1- Notice of intent to sell
- B 6.2- “Revisit private road standard requiring sidewalks on only one side of road to determine if these meet pedestrian needs while providing site design flexibility” Antithetical to density and affordability, the decision to take on a project could be determined by this. Less space for housing.



# Questions & Discussion?