

Land Use & Infrastructure

Housing and mobility options enable families to be self-sufficient and businesses to be profitable. The region has a positive view of the future and we seize change as an opportunity to improve our community, including varied land uses supporting many different types of active outdoor lifestyles.

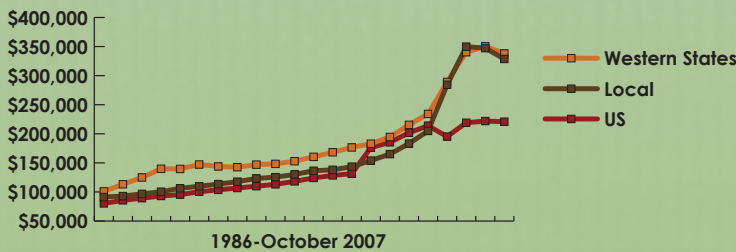
24. Affordable housing

Home ownership creates more stable families and neighborhoods. Transportation to and from affordable housing options miles outside the region, impacts both the economy, as well as the environment.

Housing affordability index

Housing is usually a family's largest expense, but costs rise dramatically when families live farther away from the area they work and shop. While median income has remained almost the same since 2001, the median sales price of a home has gone from \$165,500 to \$317,300 for 3rd quarter 2007.

Median price of existing homes



Source: <http://www.realtor.org/Research.nsf/Pages/MetroPrice> (Note that median prices are for existing single-family homes starting 2004)

Just over 20% of homes are currently affordable for families making the median income. The Housing Opportunity Index (HOI) is defined as the share of homes that would have been affordable to a family earning the local median income based on standard mortgage underwriting criteria. National Association of Home Builders assumes that a family can afford to spend 28% of its gross income on housing. In addition to principal and interest, cost then also includes estimated property taxes and property insurance for the home. Mortgage insurance is not currently a component of the HOI.

Washoe County Ranking on the Housing Opportunity Index

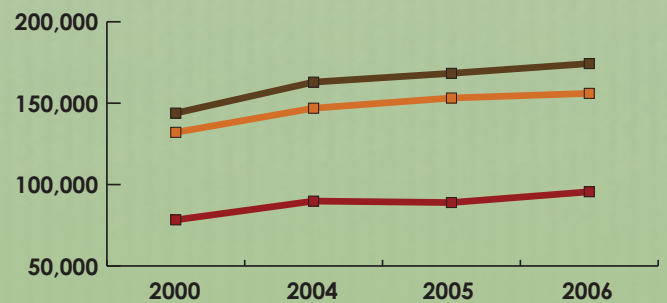
	Share of Homes Affordable For Median Income (HOI)	Median Family Income	Median Sales Price	National Affordability Ranking	Regional Affordability Ranking
2001	68.4	\$68,400	\$165,500	104	6
2002	62.3	\$62,300	\$170,000	100	4
2003	62.1	\$62,100	\$210,000	118	26
2004	46.55	\$63,200	\$248,000	124	29
2005	23.25	\$63,750	\$324,500	134	32
2006	17.27	\$62,800	\$327,000	164	36
Q3-2007	21.1	\$64,000	\$290,000	177	36

Source: Wells Fargo HOI: <http://www.nahb.org/page.aspx/category/sectionID=135>

Owner-occupied housing

In 2000, 59% of occupied housing units in Washoe County were owner-occupied. According to the American Community Surveys, that percentage increased to 61% in 2006. TMT initiated an Affordable Housing Quality of Life Compact at the end of 2004 with Charles Schwab Bank and its community partners to address housing affordable issues and attainable workforce housing. Since the community collaboration began, 387 units of affordable housing have been developed in Washoe County. Over \$400,000 has been given to nonprofits and public agencies to build infrastructure and programs to serve the housing needs of more people.

Washoe County owner-occupied housing



Sources: US Census Bureau, 2000 Census, 2004/2005/2006 American Community Surveys

- Total housing units
- Occupied
- Owner-occupied



Courtesy Sierra Pacific Power

Land Use & Infrastructure

25. Land use balance & sensitivity

The way the region grows effects how much we drive, traffic congestion, and ultimately our air quality. Infill building permits and high-density housing reduce urban sprawl and the cost to build and maintain roads, develop public transportation, and improve air quality, whilst maintaining open space.

Density infill

Condo conversions and new units, along with new condos and multi-family housing units expand the area's density infill. At this time, a clear data source to measure the percentage of infill building permits doesn't exist. The 2006 Annual Report of the Truckee Meadows Regional Planning Agency reported on specific steps local governments have taken to manage where growth occurs and encourage density infill; for details, visit www.truckeemeadowstomorrow.org.

Vehicle congestion

The Draft 2030 Transportation Plan had the following congestion objective in the Streets and Highways section: average per capita delay increase will not increase above 2000 levels more than 20%

in 2007; 30% by 2012; 40% by 2020; and 50% by 2030.¹ Congestion is measured by traffic flow and maneuverability. By 2030, we are projected to have 50% more of our roads congested to the point of periodic traffic jams and stop and go traffic. Congestion is rated by level of service (LOS) from A (free slowing) to F (traffic not flowing).



Courtesy Yann Ling

Regional Road Intersection Congestion Ranking (hours of delay) - top 20					
Delay Ranking	Intersection Streets	Peak Hour Intersection Volume	Peak With Greatest Delay	Peak Hour Average Vehicle Delay (seconds)	LOS
1	Kietzke Ln/Plumb Ln	6,725	PM	87.8	F
2	McCarran Blvd/Prater Way	4,903	PM	77.9	E
3	McCarran Blvd/Pyramid Hwy	4,722	AM	76.1	E
4	McCarran Blvd/S Virginia St	5,519	PM	56.2	E
5	Pyramid Hwy/La Posada Dr/Eagle Canyon Rd	2,434	AM	112.2	F
6	McCarran Blvd/Clear Acre Ln	3,849	PM	70.3	E
7	Kietzke Ln/Mill St	4,710	PM	49.4	D
8	Moana Ln/Virgina St	4,595	PM	50.2	D
9	McCarran Blvd/Longley Ln	4,529	PM	48.9	D
10	Kietzke Ln/Moana Ln	4,644	PM	45.2	D
11	Terminal Way/Greg St/Mill St	5,188	PM	37.2	D
12	McCarran Blvd/Kietzke Ln	4,007	PM	47.4	D
13	Oddie Blvd/El Rancho Dr	4,328	PM	42.3	D
14	McCarran Blvd/Wedekind Rd	3,913	PM	42.8	D
15	Sparks Blvd/Prater Way	3,990	AM	39.4	D
16	Sparks Blvd/Greg St	2,380	AM	63.6	E
17	S Virginia St/Mt Rose Hwy	5,059	PM	26	C
18	Vassar St/Kietzke Ln	3,832	PM	32.7	C
19	Rock Blvd/Glendale Ave	3,576	PM	33.1	C
20	Prater Way/El Rancho Dr	3,015	PM	35.6	D

Source: <http://rtcwashoe.com/RTC2030/documents/Chapter3.pdf>

1. Source: <http://www rtcwashoe.com/planning/downloads/pdfs/Draft-2030-RTP-Chapters.pdf>

26. Mobility & convenience

Public transit as well as access to safe alternative transit is critical to our economy and traffic congestion.

Transportation mode split

The 2030 Regional Transportation Plan has the following mode split goal: non-auto modal split will be 3% by 2012; 4% by 2020; and 6% by 2030.²

According to the US Census Bureau, American Community Survey from 2004 to 2006 for Washoe County, there was a 1.4% reduction in the number of car, truck, or van drivers who reported driving alone. However, at the same time, the number who reported carpooling decreased 0.7%, and the number reporting using public transportation reduced 0.2%. For the same time period, the percentage of workers 16 years and older commuting to work and walking to work also decreased 1.2%. In the future, it would be interesting to identify the percentage of residents who live within 1/4 mile of an RTC public transportation bus stop who also ride the bus to work.

In TMT's December 2007 community survey of Washoe County residents, 14% responded being dissatisfied vs. 65.2% satisfied with their access to reliable transportation; however, 19.8% responded being dissatisfied vs. 55.2% satisfied with their access to affordable transportation.

	Workers > 16 Years Who Did Not Work At Home	Car, truck or van			Public Transportation
		Drove	Carpooled		
	180,050	80.0%	11.6%	3.4%	
	183,831	78.9%	12.5%	3.4%	
	192,296	78.6%	12.4%	3.7%	
	Mean travel time to work (minutes)				
2004	21.3	19.7	26.5	33.5	
2005	21.3	19.7	26.5	33.5	
2006	21.4	20.2	25.7	36.3	

% of vehicles available				
None	1	2	3	
4.3	21.9	40.1	33.7	
3.3	22.4	41.1	33.2	
3.0	19.9	41.5	35.6	

Source: USCB, 2004/2005/2006 American Community Survey, Means of Transportation to Work by Selected Characteristics.

27. Development that encourages healthy lifestyles and neighborhood livability

Acres dedicated for public recreation vs. new development, plus new housing units and pedestrian-friendliness, indicate planning for active healthy lifestyles.

Acres of parkland

According to documents prepared for the City of Reno's open space planning efforts, the National Recreation Planning Association

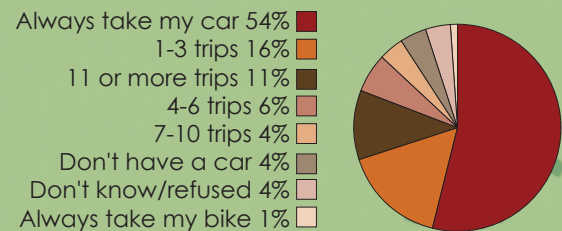
recommends a total of 6.25 to 10.50 acres of parkland be available for every 1,000 residents. As of 1995, Reno had developed approximately 319 acres of neighborhood and community parks. Expressed in parkland per 1,000 residents, Reno's park inventory provides 2.1 acres of parkland per 1,000 residents. Reno would like to conform to NPRA standards, but will be unable to unless additional resources for parks development and maintenance are secured. Augmenting the neighborhood-community parkland inventory are small parks, special purpose parks, public golf courses, undeveloped parkland, and open space. If these lands are factored into the inventory, the ratio of parkland per 1,000 residents increases to 4.2 acres per 1,000 residents. These lands provide recreational opportunities, contribute to the Reno experience and quality of life, and therefore should be recognized in park planning. They do not, however, provide unlimited public use and access, nor do they always offer the traditional amenities of a neighborhood and community park. They are therefore handled separately in the inventory.³

Pedestrian & bicycle friendliness

According to the 2030 Regional Transportation Plan, there is no known inventory of pedestrian facilities in the region, although there are requirements established by each of the local jurisdictions to provide them. Pedestrian travel is an important part of the total travel in Washoe County and is particularly important in the Central Business Districts (CBD). While the volume of pedestrian travel is much lower in the suburban and rural portions of Washoe County, it is still an important mode of travel, particularly for children going to and from school and recreation facilities.⁴

According to the Regional Bikeways Plan⁵, there are more than 50 miles of known bikeways available in Washoe County. There are approximately 21 miles of bike routes in Washoe County. The target is that by 2012, 60% of the Bicycle Plan will be completed; by 2020, 80%; and by 2030, 100%. For details about the Bicycle Plan, visit www.truckeemeadowstomorrow.com.

How often do you walk or ride a bike instead of using your car for errands? (2007)



Source: MarkeTec phone survey for TMT, December 2007

2. Source: <http://rtcwashoe.com/section-planning>

3. Source: <http://www.cityofreno.com/Modules/ShowDocument.aspx?documentid=5126>; additional information can also be found in the City of Reno, Open Space & Greenways Plan, March 2007

4. Source: <http://rtcwashoe.com/RTC2030/documents/Chapter5.pdf>

5. Source: <http://rtcwashoe.com/RTC2030/documents/Chapter5.pdf>