

WELCOME

EDAWN's "Missing Middle" Community Housing Summit Luncheon

March 7, 2019



Stuart Brady

Wells Fargo Bank

EDAWN Board Chair

Regional Public / Private Partners

City of Reno	UNR	State Offices
City of Sparks	TMCC / WNC	Nevada JobConnect
City of Fernley	DRI	Nevadaworks
Washoe County	The Chamber	NNDA
Storey County	NCET	NV Energy
Washoe County School District	Nevada Museum of Art	Reno-Tahoe Airport Authority
GOED	RTC	Investors
DETR	RSCVA	Many Others !

SPONSORS

DICKSON
REALTY

GSR **GRAND**
SIERRA RESORT AND CASINO

70 YEARS **GN** **GREATER NEVADA**
Credit Union
OF HELPING PEOPLE LIVE GREATER

THE ROWTM
ELDORADO | **CIRCUS CIRCUS** | SILVER LEGACY
IN THE HEART OF RENO | THEROWRENO.COM

Mike Kazmierski

President & CEO

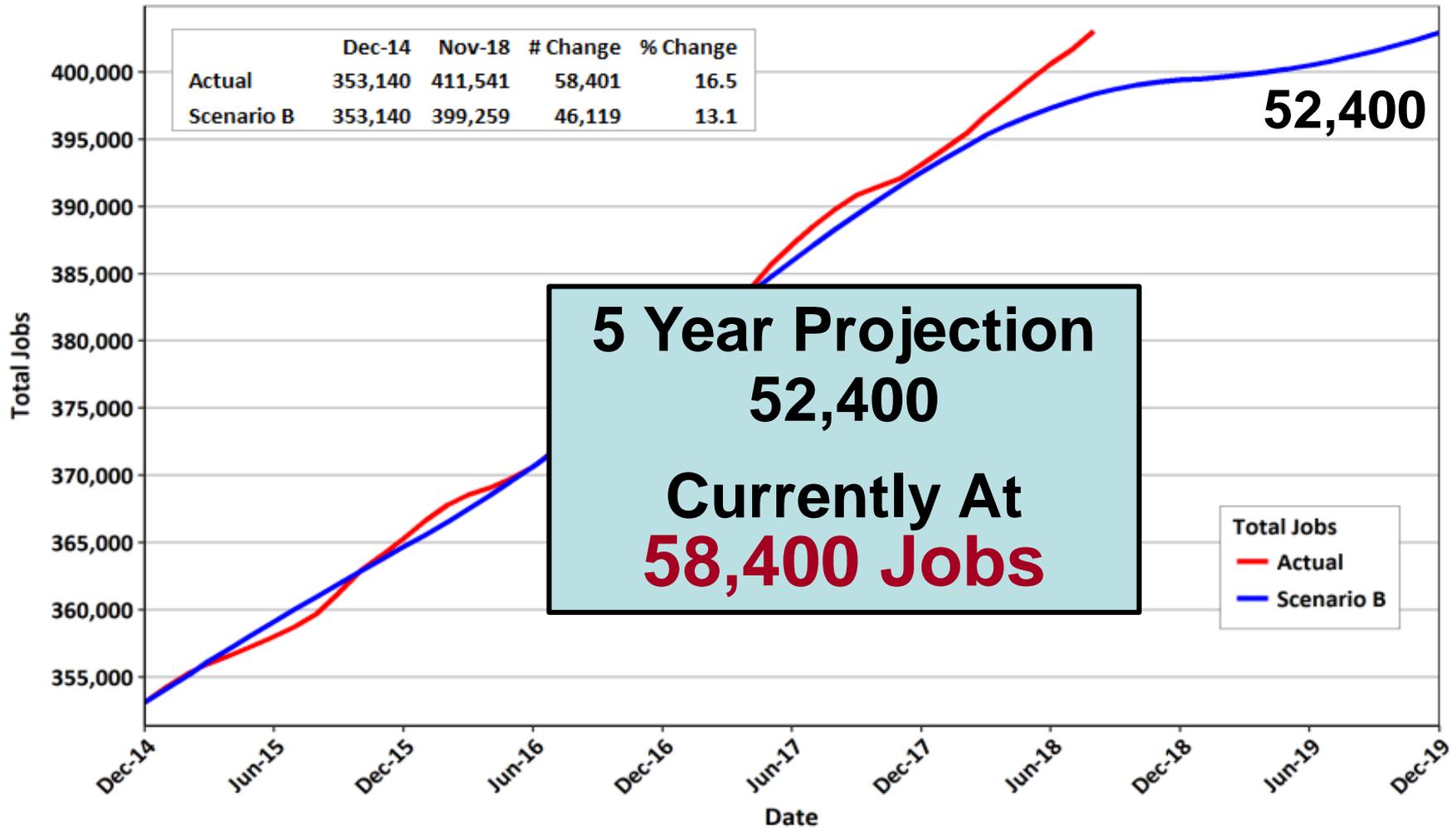
EDAWN

Why Are We Here?

- Demand For Housing Is **Increasing**
- **Supply Is Lagging** The Increasing Demand
- Housing Prices & Interest Rate **Continue to Rise**
- Pushes Potential Home Buyers Into Apartments
- **Apartments Full** With Rising Rates
- Puts Those Least Fortunate In **Housing Peril**
- Forces Many To “Drive To Afford” / More Traffic
- **Will Only Get Worse**
- Time To Consider Solutions **And Act!**

4 Years - EPIC Job Projections

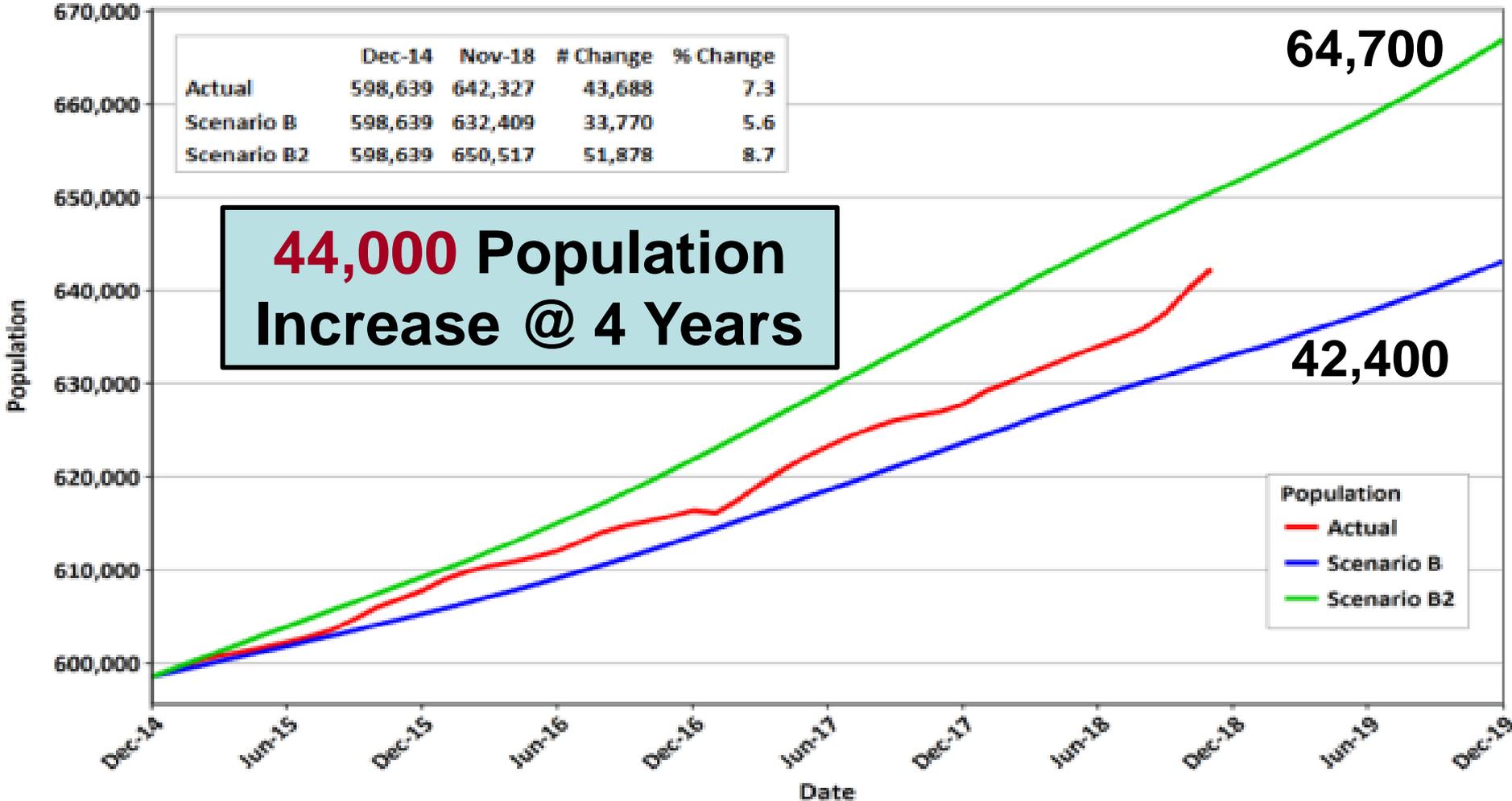
EPIC Study Area Actual Employment Tracking: Dec-14 to Nov-18
(Scenario Forecast Period: 2015-2019)



Sources: EPIC Committee, RCG Economics, Nevada State Demographer, EMSI, Bureau of Labor Statistics, US Census.

EPIC Population Projections

EPIC Study Area Actual Population Tracking: Dec-14 to Nov-18
(Scenario Forecast Period: 2015-2019)



EPIC 2 Report - Results

Data Input From 5 Sources
Addresses **5 County Region** Around TRI

Forecast:

A **Slowing** From 3% to 2.4% on Jobs

An **Increase** From 1.36% to 1.68% on Population

Anticipates:

A Mild Recession

Some Adverse Impacts From Housing Shortage

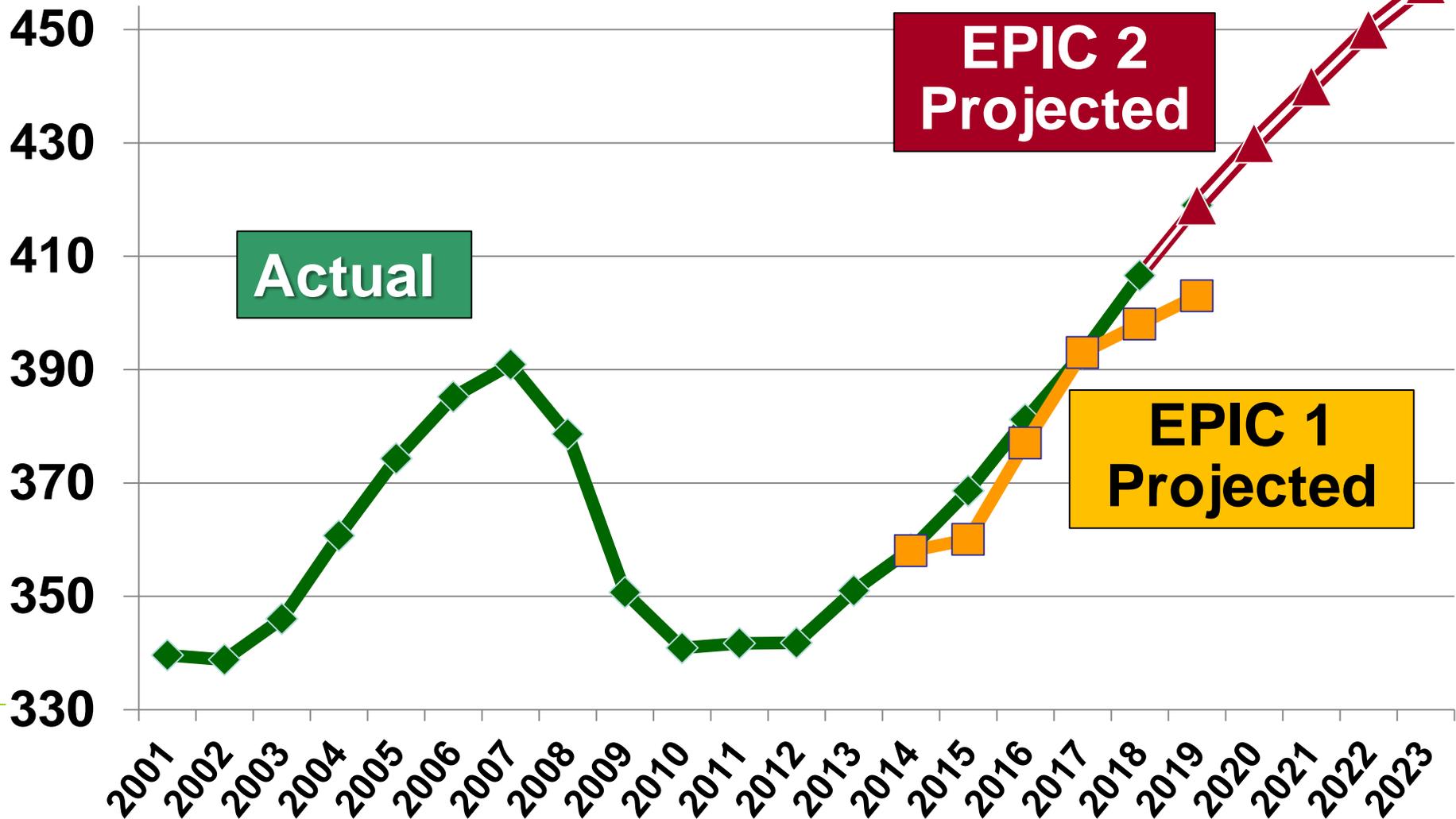
5 Year Forecast

Jobs 51,585

Population 54,470

EPIC Employment **Actual** Vs Projected

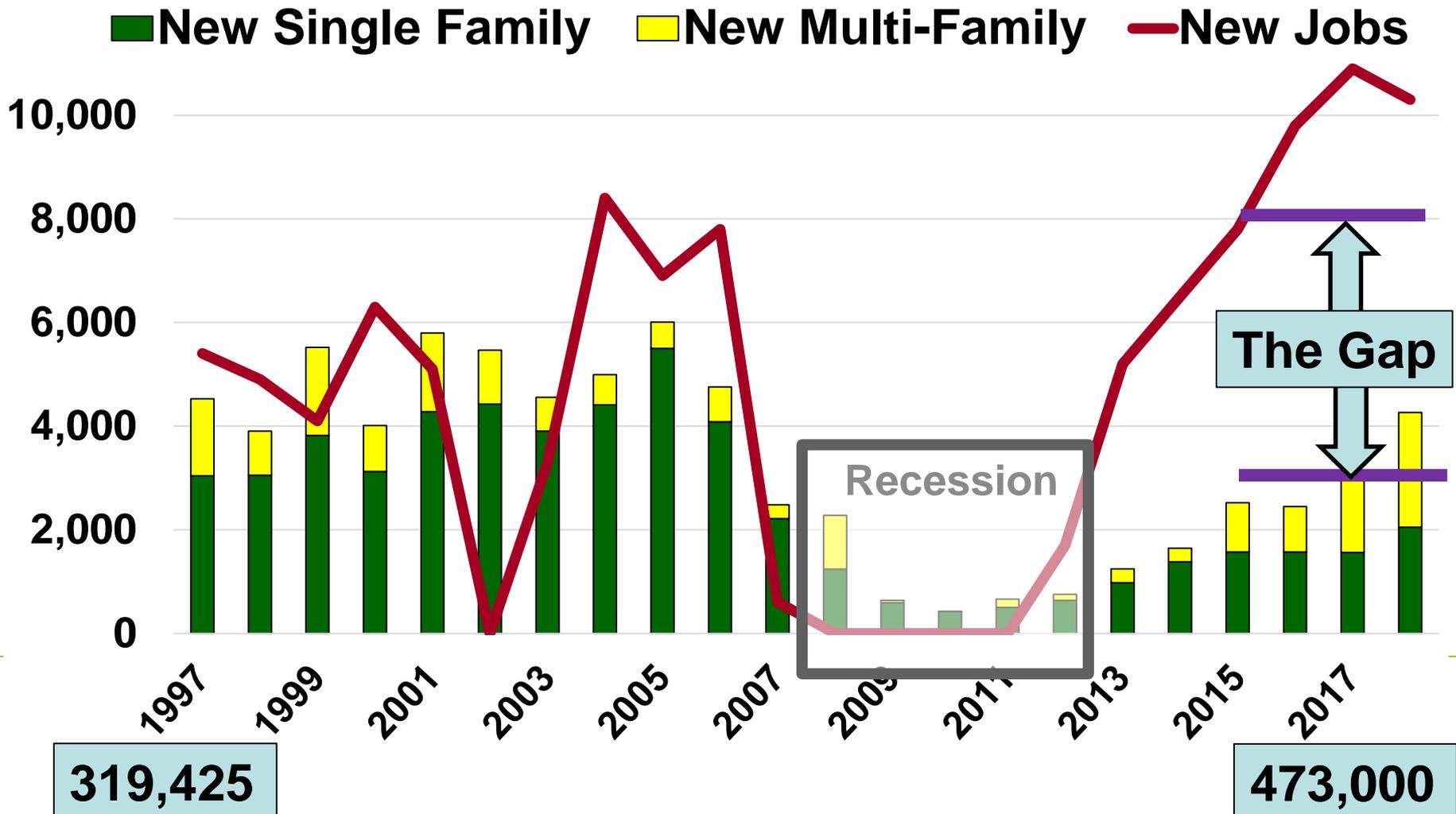
In 1,000's



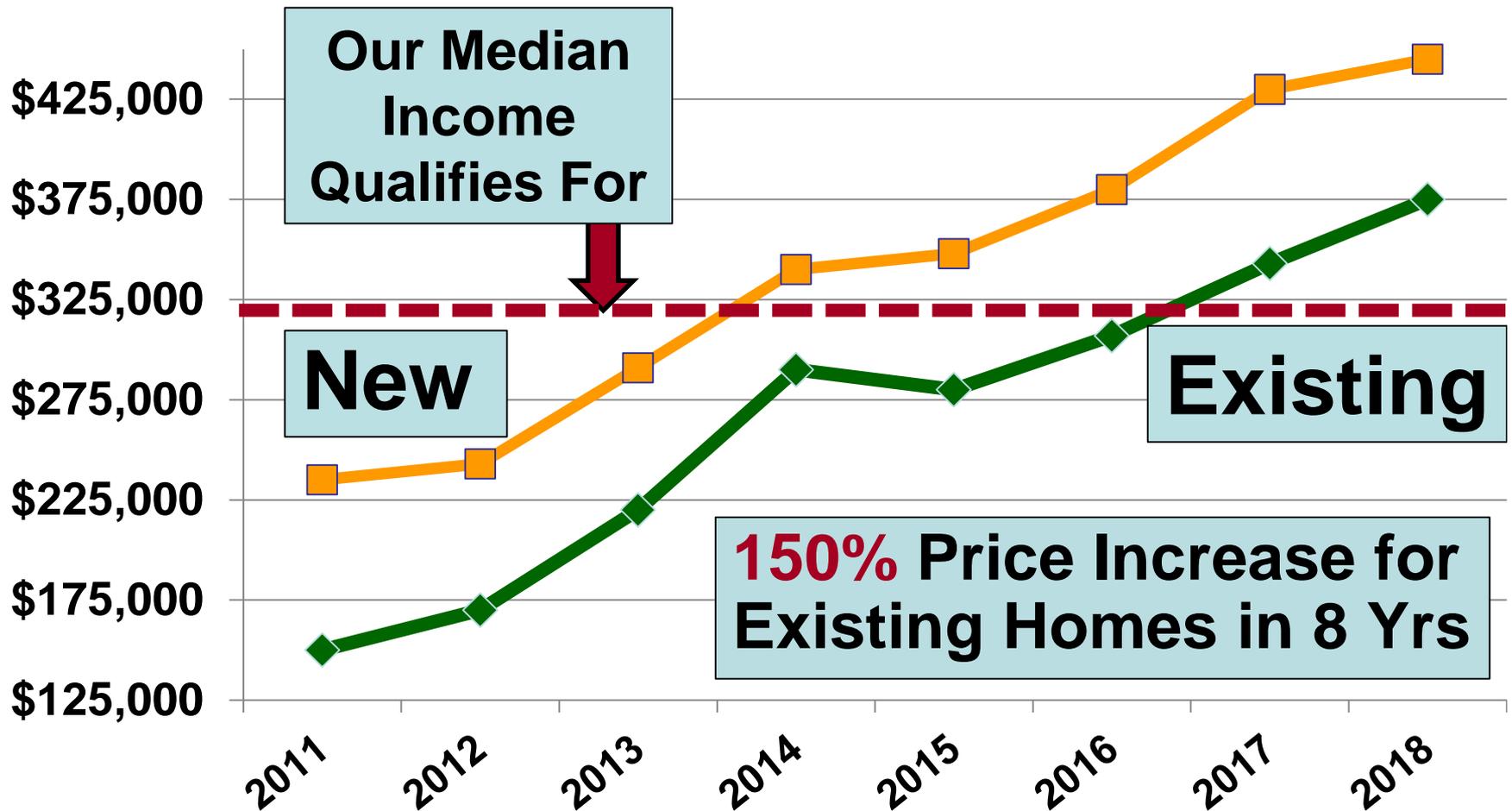
New Housing 38% of Pre-Recession Levels

(Data From UNR Center For Regional Studies)

Housing Units / 1,000 Jobs: Average 800 – Last 4 Yrs 300

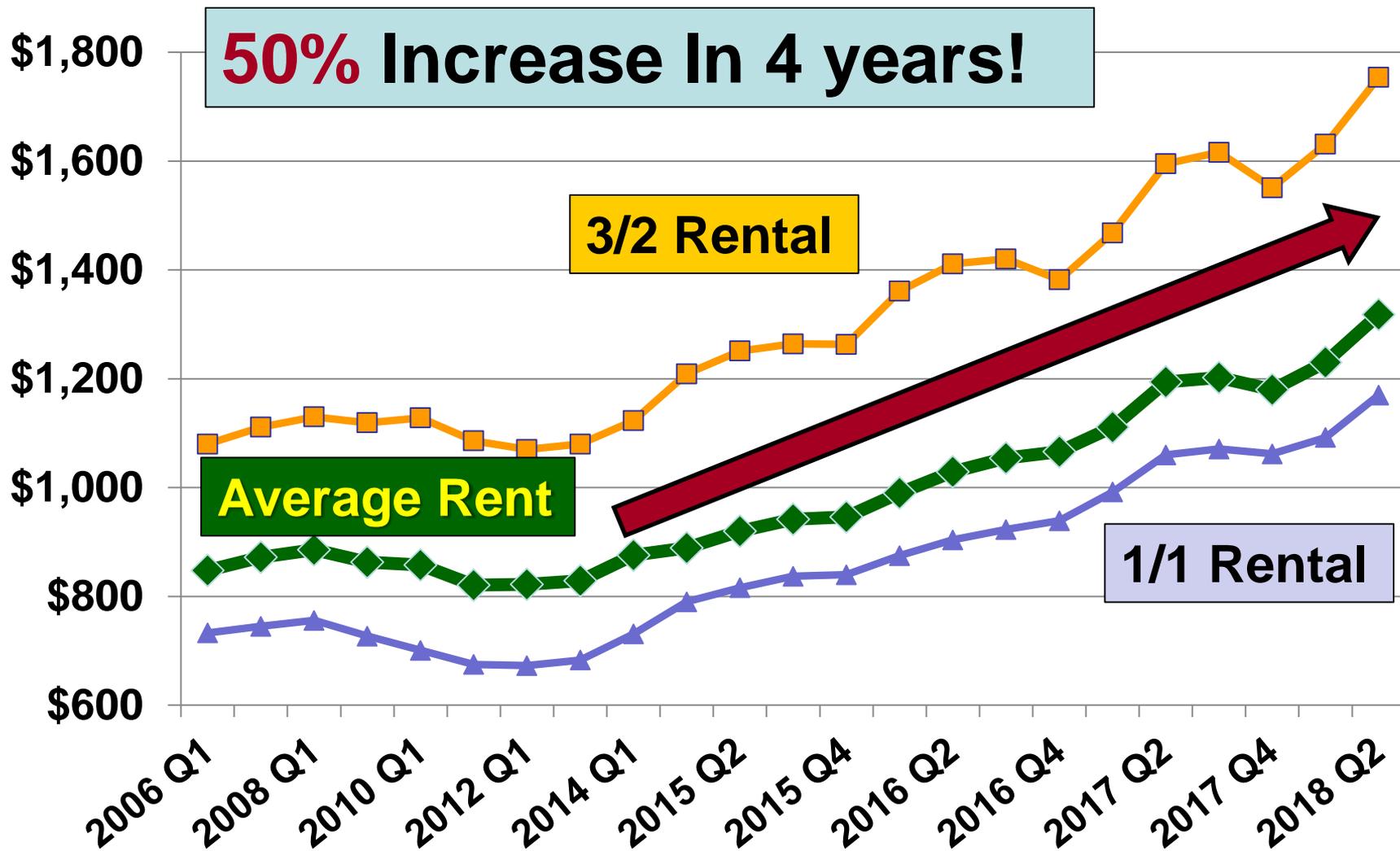


Housing Shortage Drives Up Prices

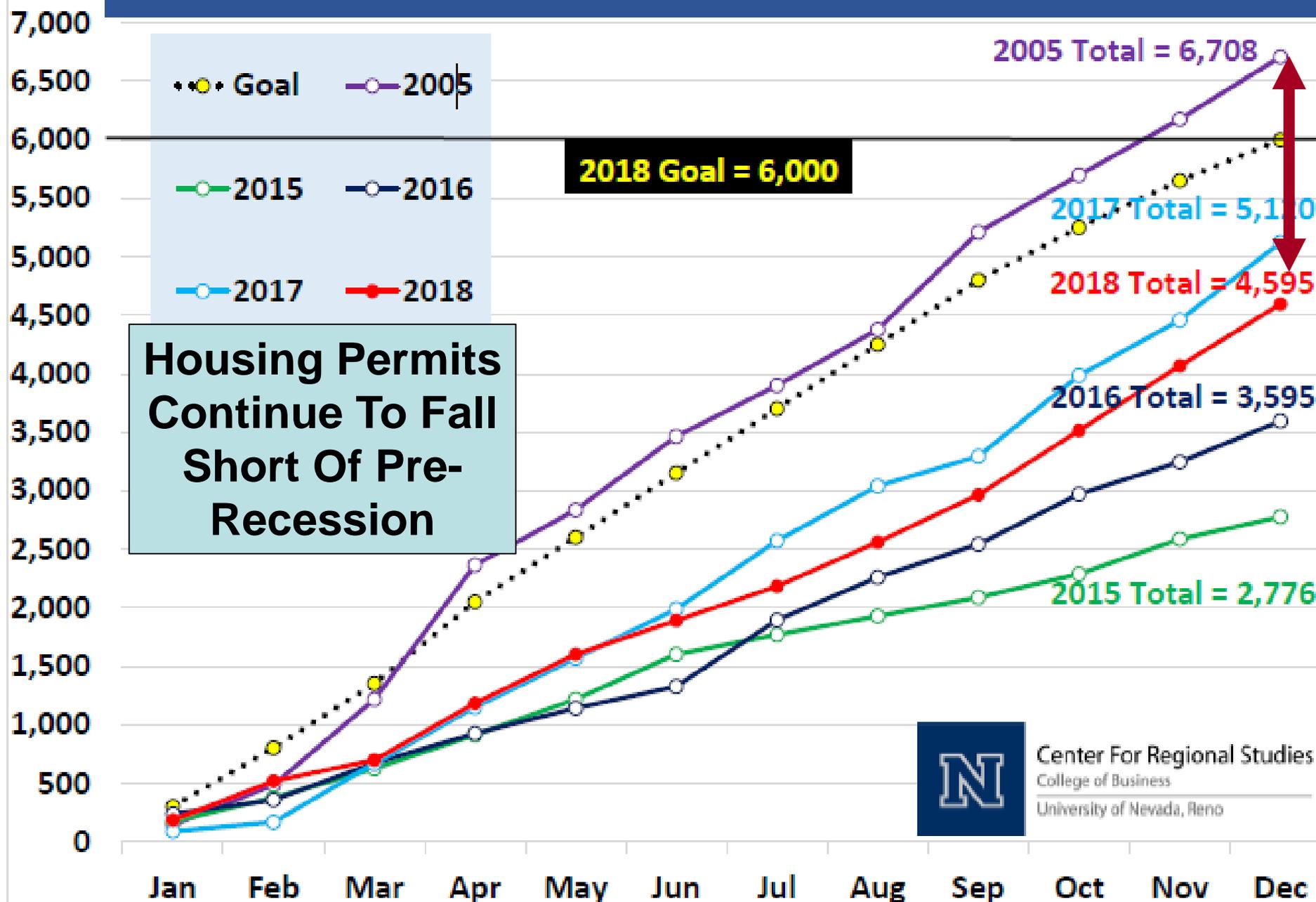


Lack Of Housing Driving Rental Costs Up!

If you can find one – Vacancy Rate at **1.58%**



New Housing Permits - Cities of Reno & Sparks and Washoe County



San Diego's Plan

- **Streamline** Housing Project Reviews
- **Reduce Fees** & Expedite Affordable Housing
- Encourage **Smaller Units** – Increase Density
- **Incentivize** The Construct Housing Projects Entry-Level / Middle-Income Households
- Promote The Construction Of Accessory Dwelling Units (**ADUs**)
- Revising Parking Standards To **Reduce Parking Requirements** In Development Projects

Dr. Steffen Lehmann

- Director Of **UNLV School Of Architecture** And Co-Director Of UNLV Urban Futures Lab
- Founding Director The Cluster Of Sustainable Cities
- Published **19 Books And Countless (300+) Articles**
- Member Of The Academy Of Urbanism
- Cities He Advised On Sustainable Urban Development: Berlin, Sydney, Singapore, Melbourne, Oslo, Ho-Chi-Minh, Abu Dhabi, Brighton



Dr. Steffen Lehmann

Professor & Director

UNLV School of Architecture

Integrated Neighbourhoods – Towards Affordable and Sustainable Housing

Dr. Steffen Lehmann, March 7th 2019 (40 mins)
EDAWN 'Missing Middle' Luncheon, Reno

Contents

PART I

Introducing the Need for Better Housing and Liveable Sustainable Cities

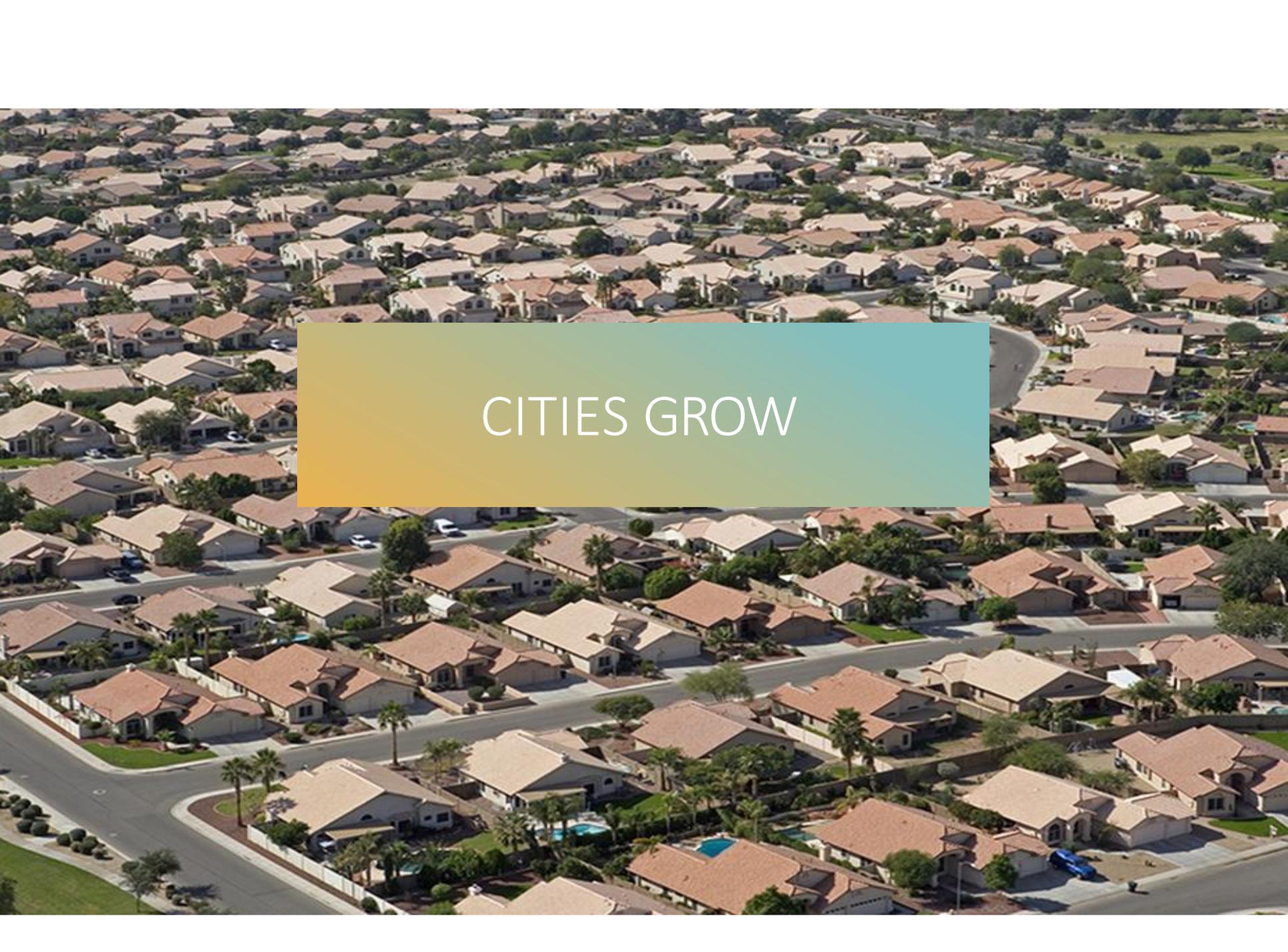
PART II

Strategies for Housing Choices and Low-Carbon Development

PART III

Urban Design Criteria for Low-Carbon Neighbourhoods





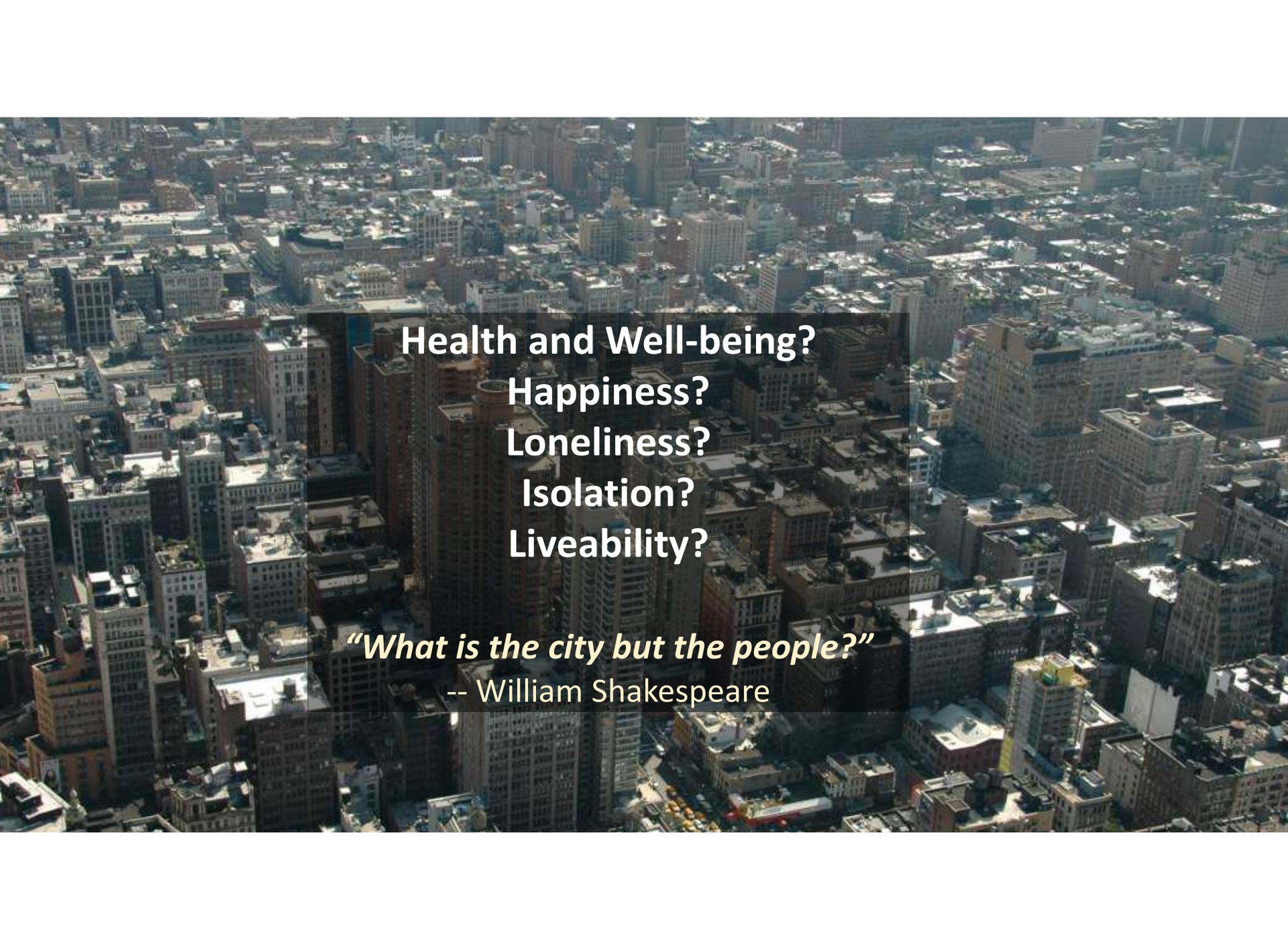
CITIES GROW



CITIES CONSUME



CITIES AGE AND 'DIE'



Health and Well-being?
Happiness?
Loneliness?
Isolation?
Liveability?

“What is the city but the people?”
-- William Shakespeare

Urban Futures Lab



UK



USA

The Cluster for Sustainable Cities

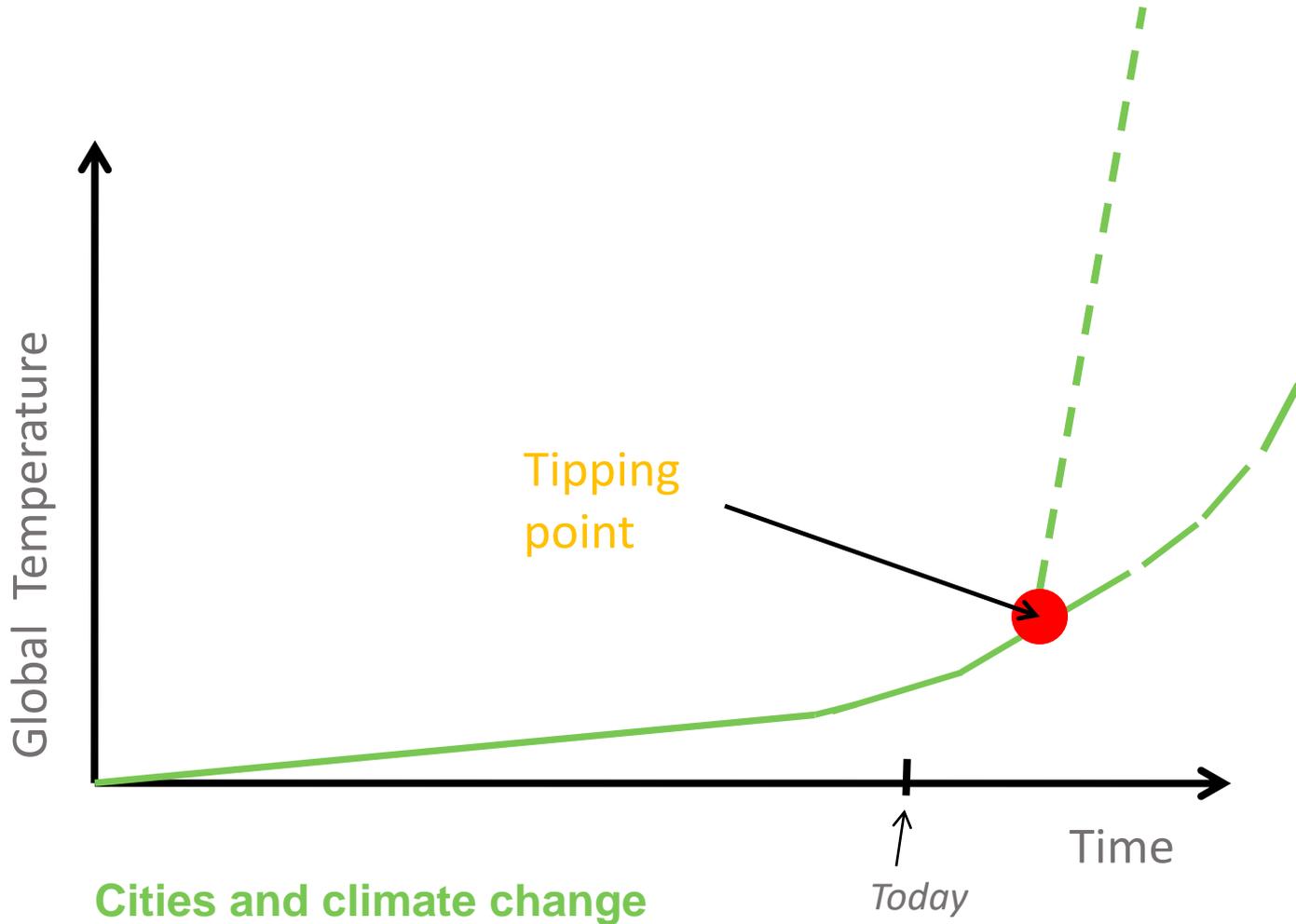
is an interdisciplinary international research group that brings together **40** key researchers across a range of disciplines, with an interest in urban resilience and sustainable cities development,

- delivering research with real impact in **sustainable & resilient cities**

Rethinking Architecture for the Age of Global Warming

www.city-leadership.com





Global Temperature

Tipping point

Time

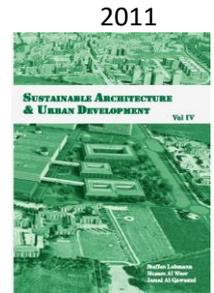
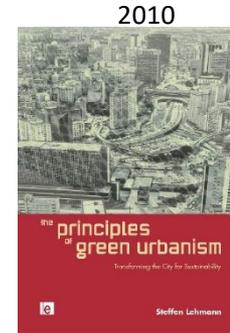
Today

Cities and climate change

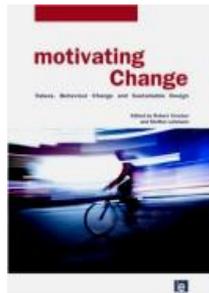
Publishing our Research

Books and articles

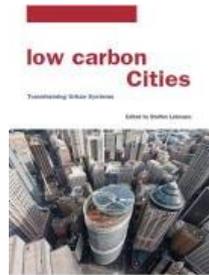
20 books and over 300+ papers and articles published.
 Editor for the *Book Series on Sustainable Design* for Routledge.



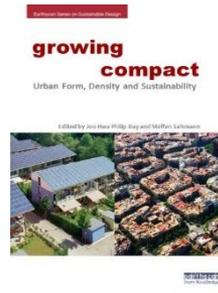
2012



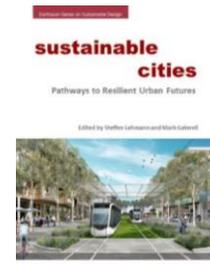
2013



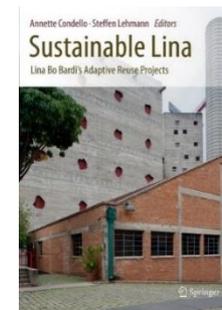
2015



2017



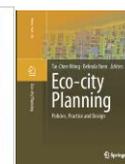
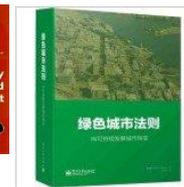
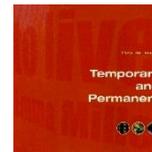
2019, forthcoming



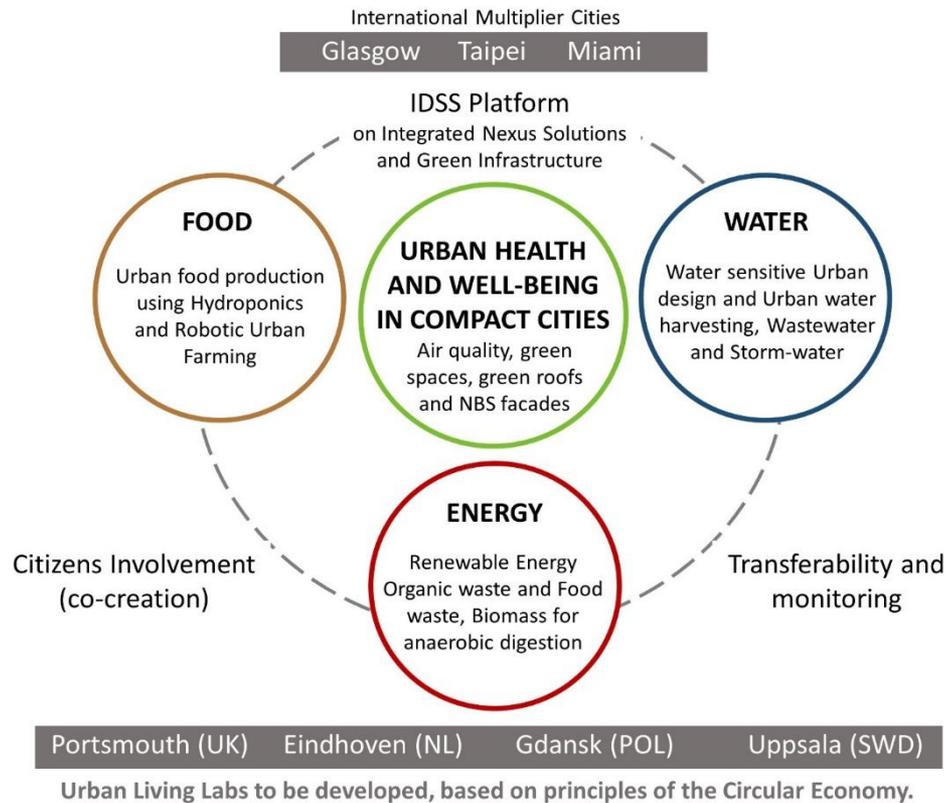
2016



2006-2014
 US-journal,
 Editor-in-Chief

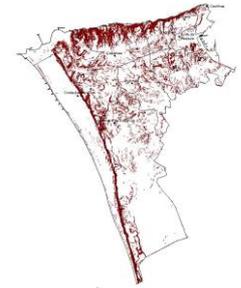
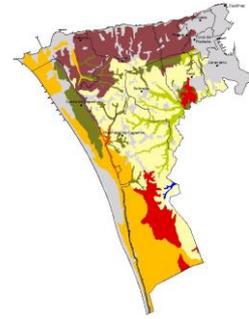


“CRUNCH - the Food-Water-Energy Nexus”
www.fwe-nexus.eu

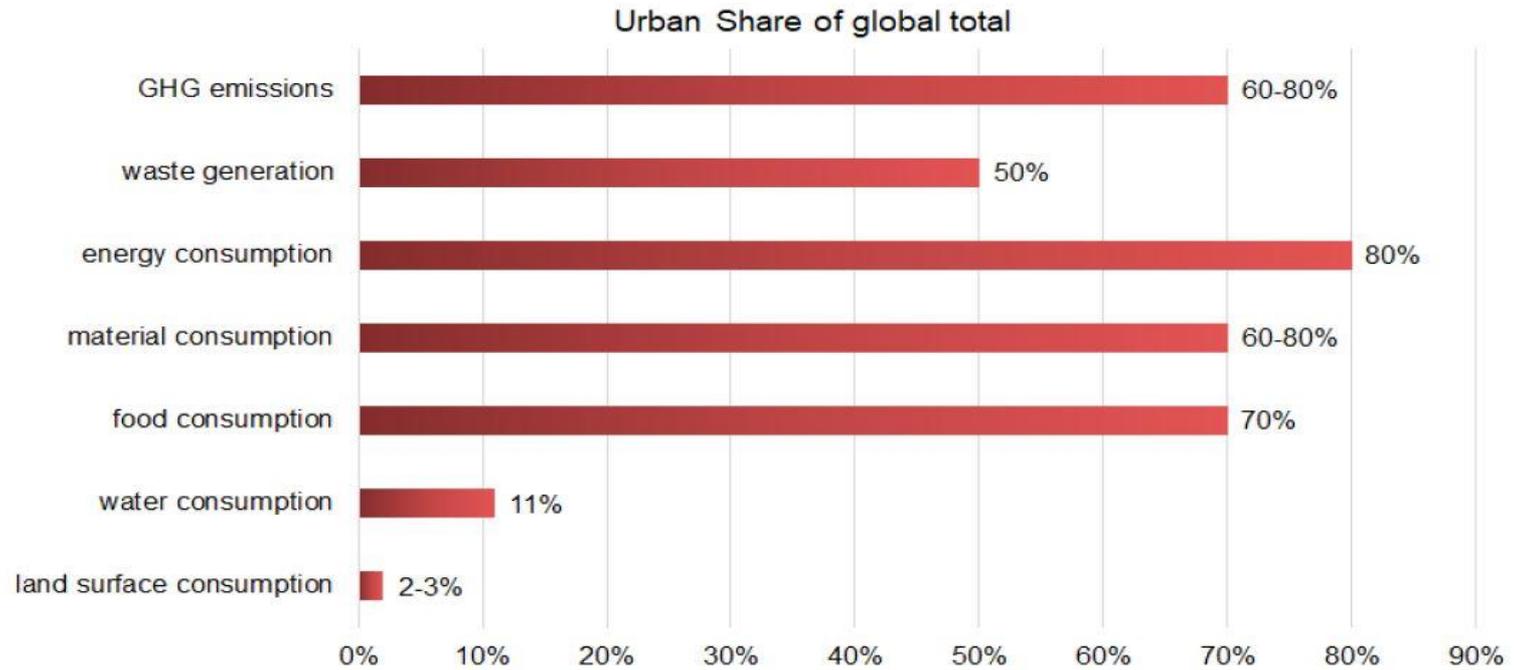


The types of impact we would like to achieve?

- **Instrumental & policy** impact: formulation of new policies
- **Capacity building** impact: skills development
- **Cultural & social** impact: changing mind-sets, public engagement
- **Liveability** impact: enhancing quality of life
- **Conceptual** impact: uptake of new concepts
- **Scientific** impact: knowledge dissemination
- **Economic** impact: successful business model
- **Environmental** impact: reduction of CO2 emissions

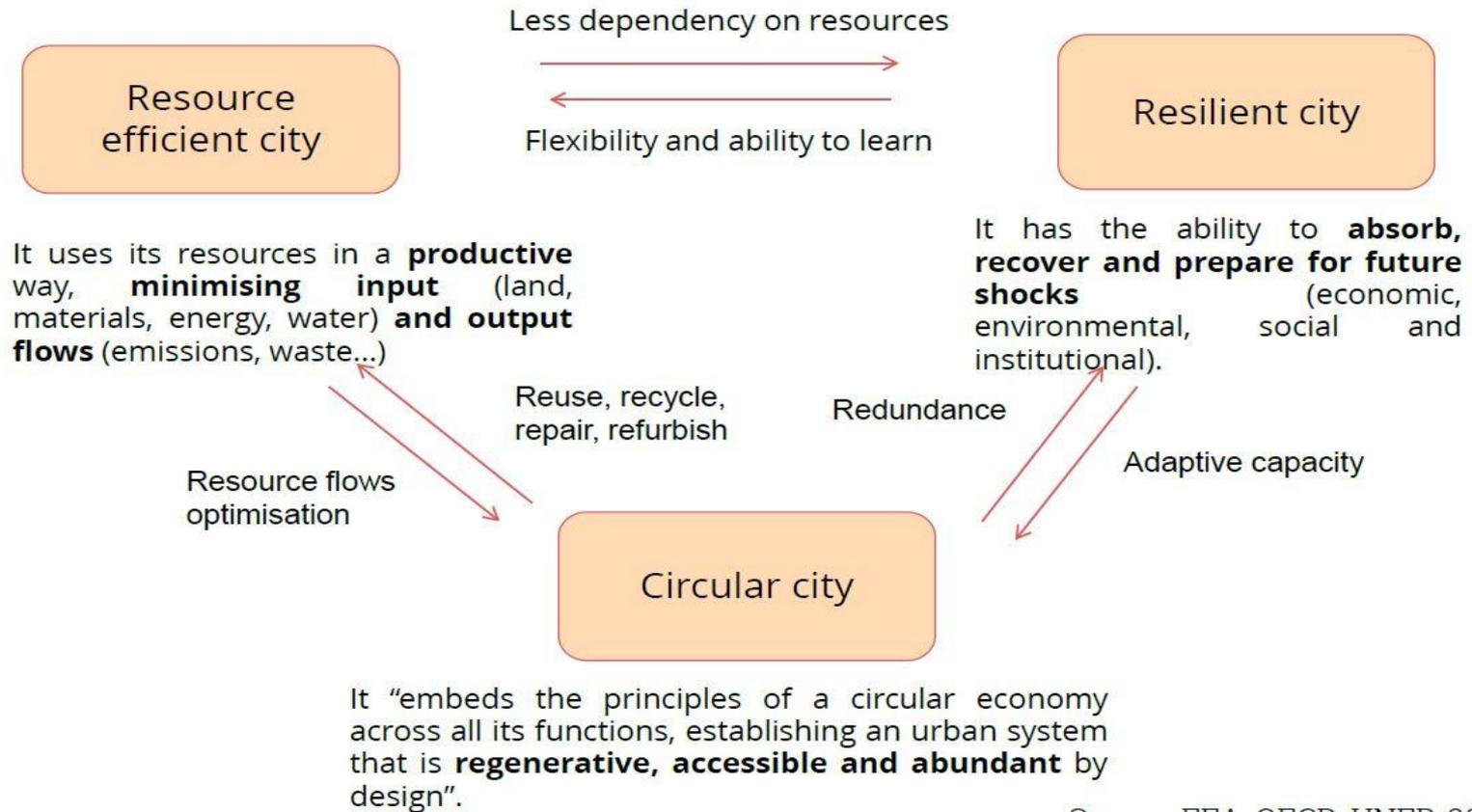


Cities as centres of consumption



Source: IEFÉ-Bocconi, data from UN (2016), UNEP (2016), FAO (2017)

Relation between city concepts



Source: EEA, OECD, UNEP, 2017

Traditional Cities



Istanbul



Cairo

Car-dependent Cities



Los Angeles



Houston

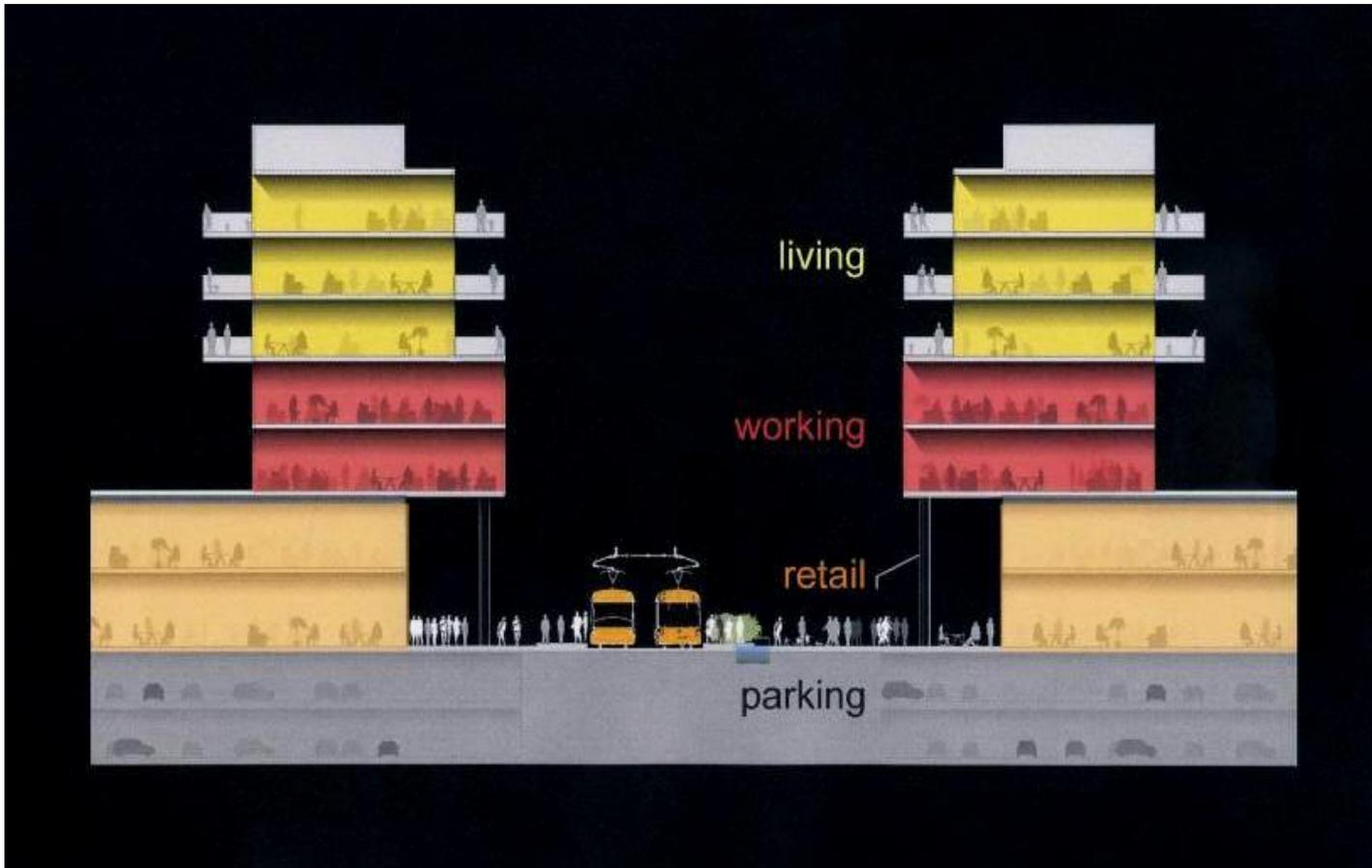


Cities as the origin of global warming, especially buildings and transport

Fossil Fuel City : the consequence of cheap fossil fuels
Urban density of cities is worldwide declining



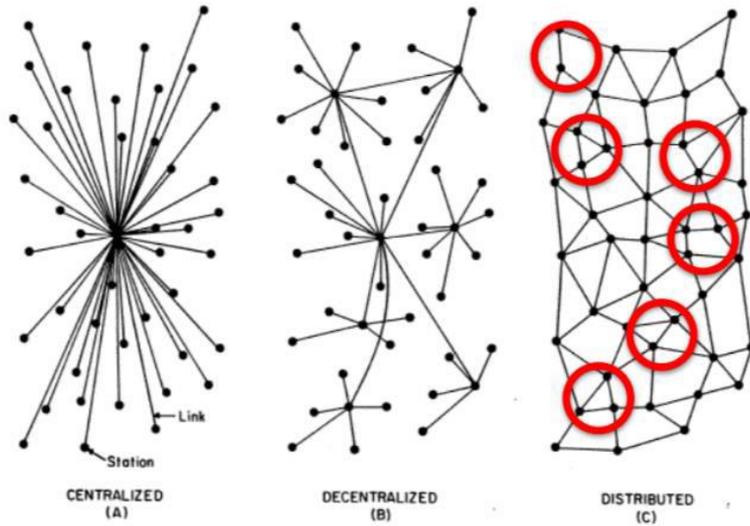
Traditional urbanism = Ecological urbanism?



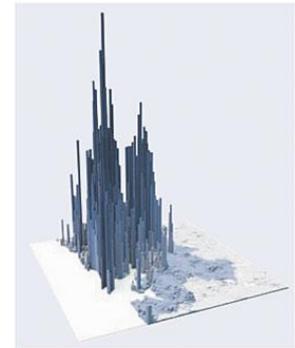
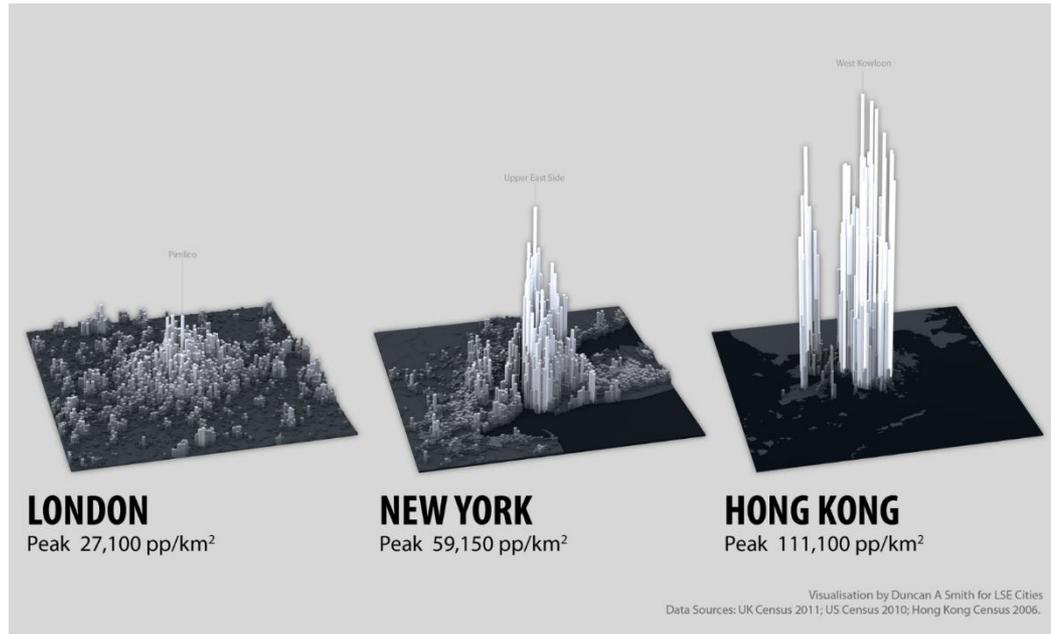
Compact and mixed usage within each urban block

Urban Form

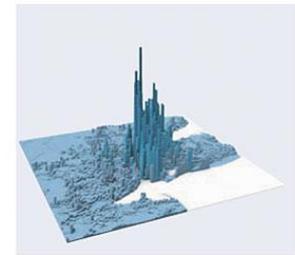
What kind of urban structure should we implement?



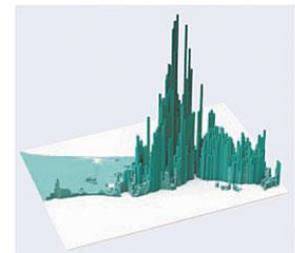
Urban density profiles



▲ **MUMBAI'S** densest area (as shown by the tallest peak at right) is in Kamathipura (above), with 121,312 people per square kilometer. Many low-rise buildings there are now being replaced by tall towers with larger footprints.



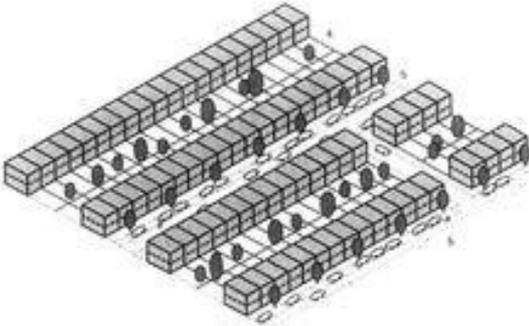
▲ **NEW YORK CITY'S** peak density is found on Manhattan's Upper East Side, with 58,530 people per square kilometer. It's also home to some of the most expensive real estate in the city.



▲ **ISTANBUL'S** Gungoren neighborhood is the city's densest, with 77,267 people per square kilometer. The working-class area has blocks of six- and seven-story apartment buildings, with few green spaces.

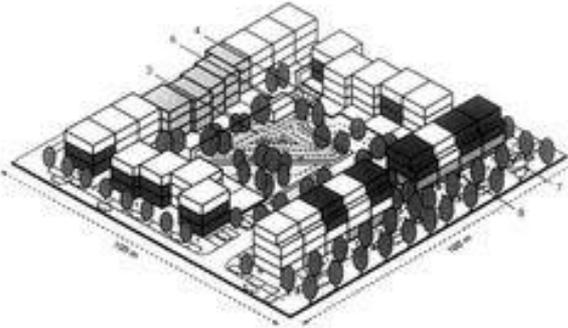
Question of different urban density scenarios: 3 scenarios with the same plot ratio

House



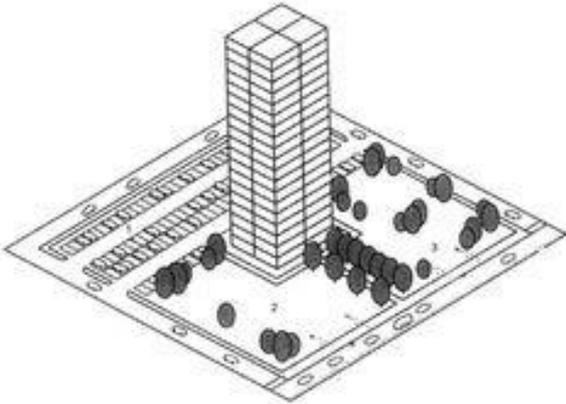
75 dwellings per hectare

Block



75 dwellings per hectare

Tower

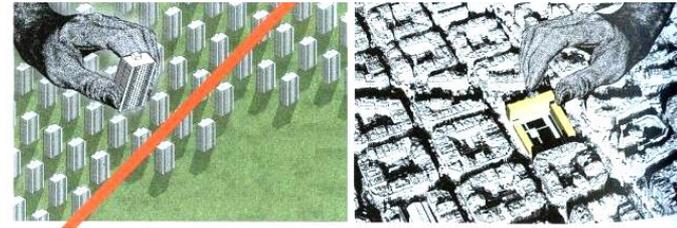


75 dwellings per hectare

Arles, France



compact mixed-use walkable



The City of short Distances



Compactness

Over 150 dwellings per hectare



Saint-Malo, France

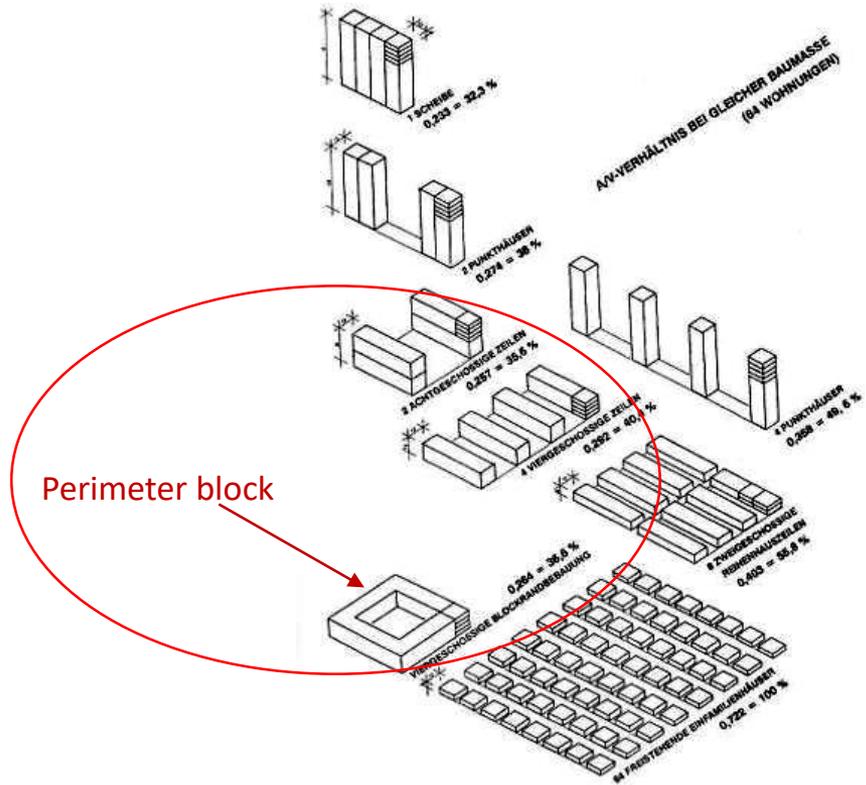
Reconstructed after WWII at approximately 57 people/acre, this is more dense than the average densities of both Tokyo (30 people per acre) and Vancouver (22 people per acre). A good example of how traditional urbanism can still be built and accommodate dense populations without the default of becoming a high-rise megacity.

**Low-density
U.S. model
of the 20th
Century**

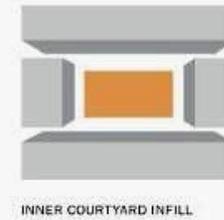
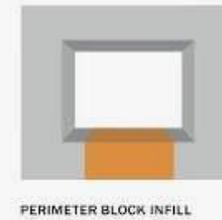
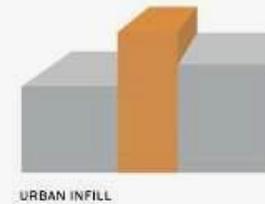
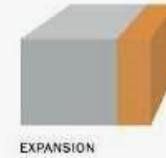
Houston



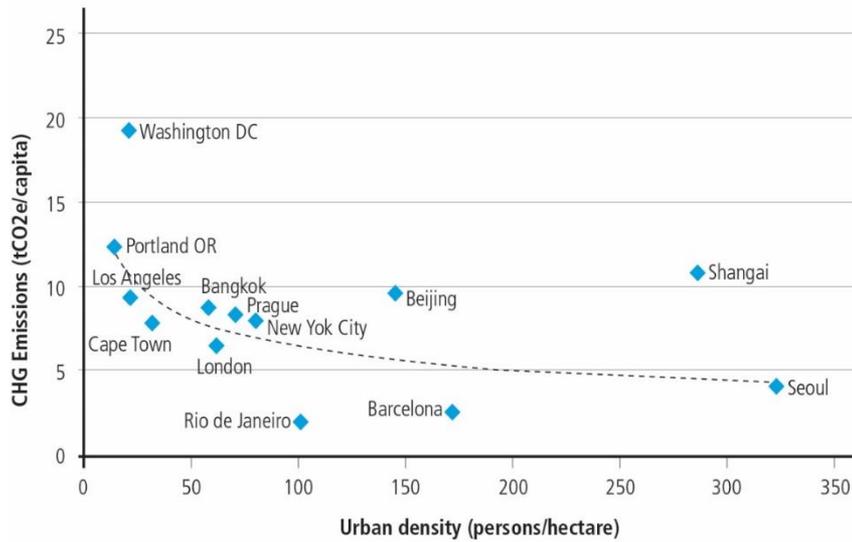
Urban infill



Diagrams: Different Infill Arrangements



Urban density and GhG Emissions



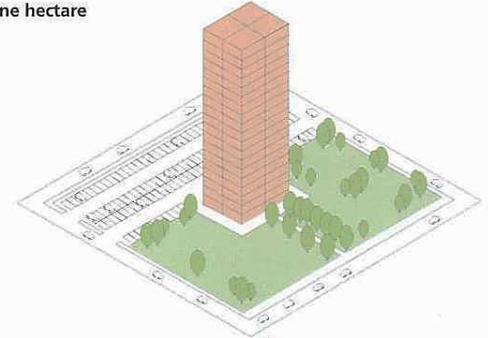
Source: World Bank (Cities and Climate Change: An Urban Agenda)

1 hectare = 2.5 acre

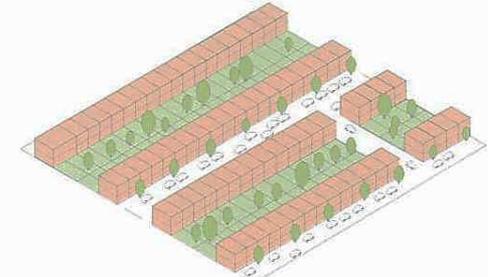
For a city to be sustainable, urban density needs to be over approx. **80 dwellings per hectare** (= over **30 dwellings per acre**)

Density configurations on one hectare

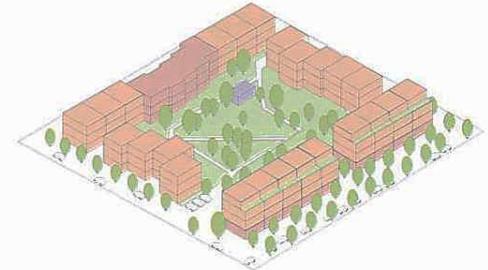
Density: 75 dwellings / ha
High buildings
Low plot coverage



Density: 75 dwellings / ha
Low buildings height
High plot coverage



Density: 75 dwellings / ha
Medium building height
Medium plot coverage



- Residential
- Office and commercial
- Public facilities

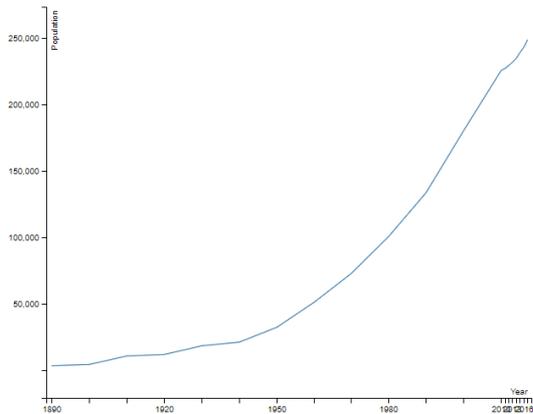
Downtown Reno

Upgrading and redesigning downtown Reno, bringing more people back to live downtown, back in the city center.

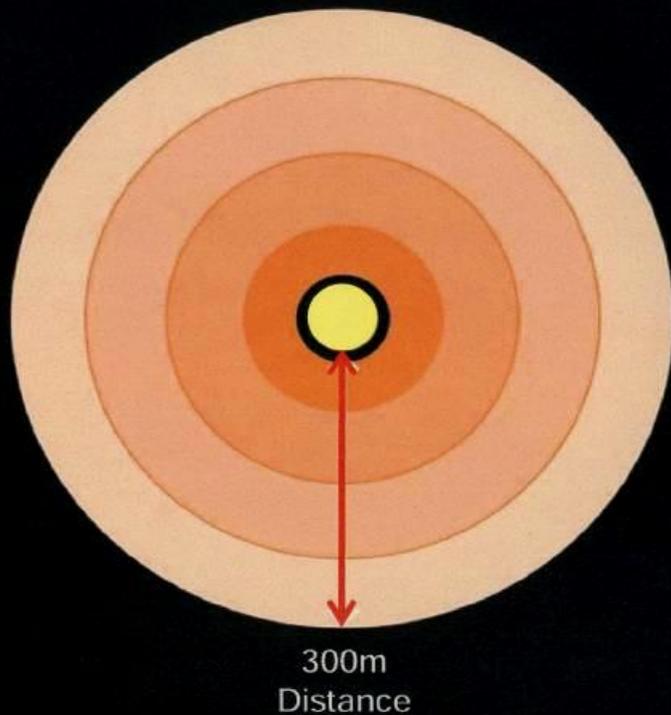
Today, home buyers are more diverse and better educated.

We need more diverse housing, including condos and apartment buildings.

Reno population growth



Compact communities, well connected



Community Centre

Bus / Train Stop
Retail
Butcher
Grocer
Laundrette
Florist
Newsagent
Clothing
Bakery
Pharmacy
Bank
Post Office

Area for
facilities –
100m²

Population density

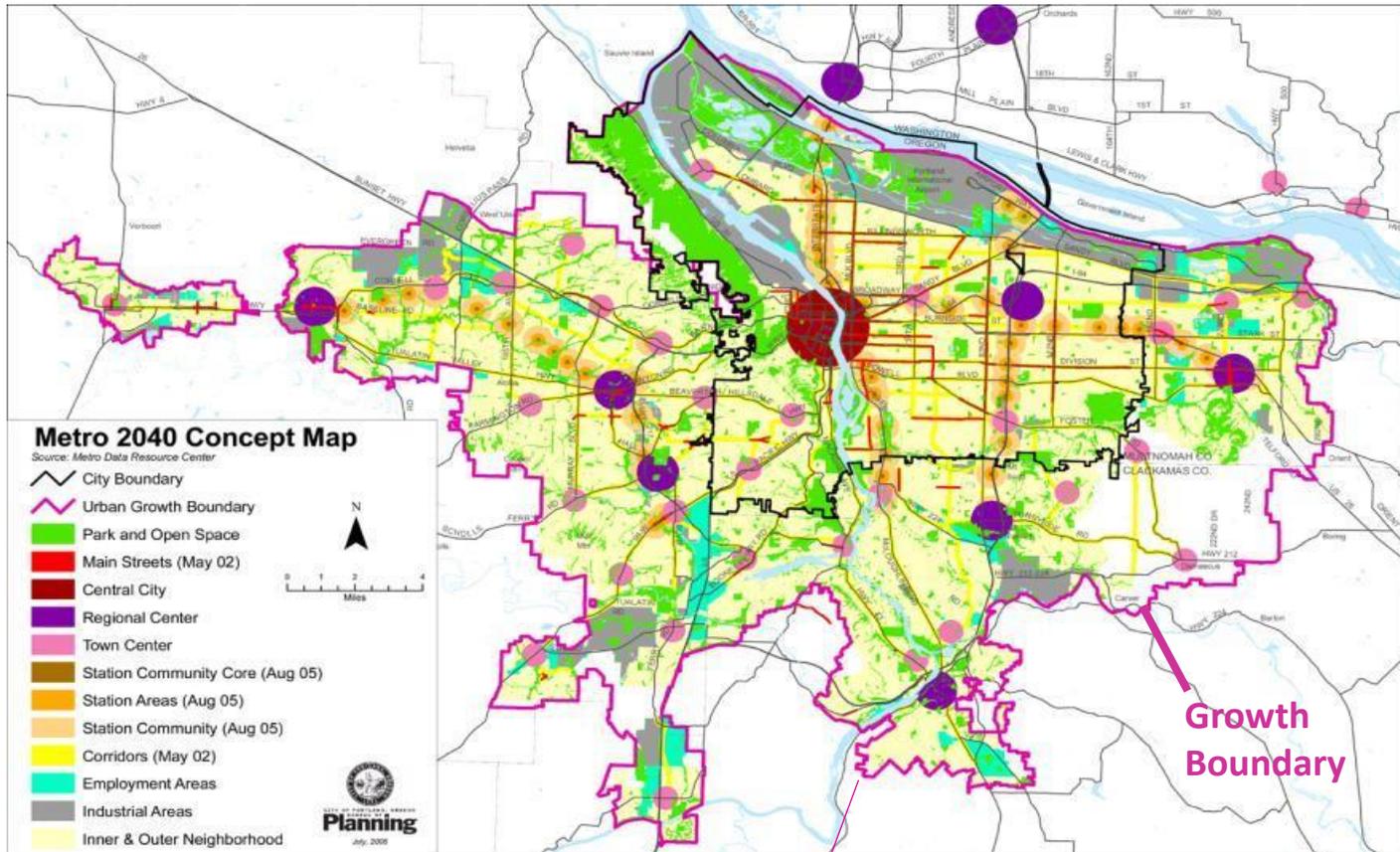
- Within 300m
- Walking time 3-5 minutes
- 5000 people within comfortable walking distance of the community centre

20,000 /sq km

Diversity of retail offerings in a TOD



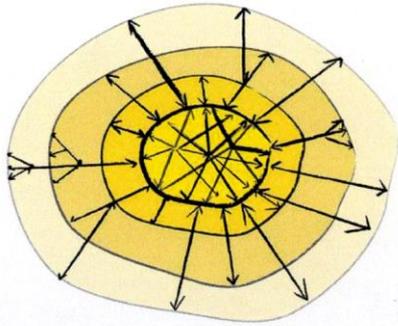
Human scale – Reclaiming public space
Copenhagen, Amsterdam, Stockholm, Freiburg
In Europe, the city centre is given back to the pedestrian and cyclist



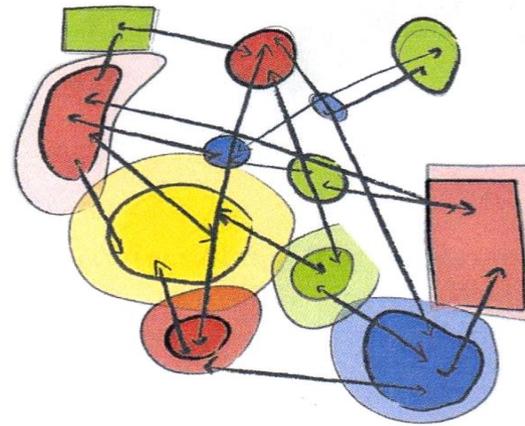
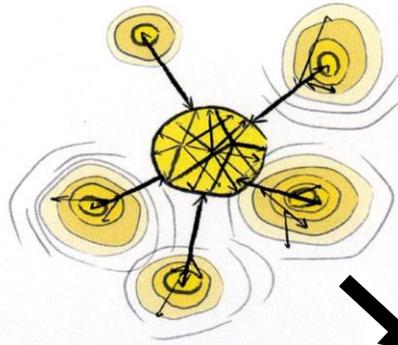
Sticking to a tight Growth Boundary
 1972 Plan, Portland (Oregon), USA: Stopping urban sprawl

Portland City

Cities growing compact inwards, not outwards, avoiding sprawl



monocentric
city



**Clusters of poly-centric cities, not mono-centric.
Inter-connected, compact and mixed-use clusters.**

Poly-centric structure of cities

Low Carbon District Hub concept for station areas

Transit-Oriented Development (TOD)

Accessibility:

Concentrate development around transit hubs and along transit corridors, TODs are usually located within a 500m radius from a transit stop.

- Neighbourhoods around bus terminals can become good TODs too.
- Connectivity and high-quality pedestrian and cycling facilities.
- Housing on top of retail and shopping malls.
- Higher density living, with a good mix of housing choices.
- **Possible challenges: air quality and noise and crime.**

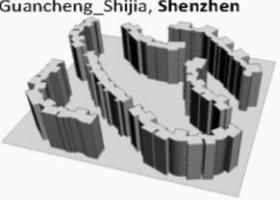
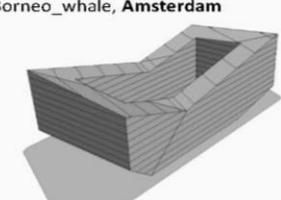
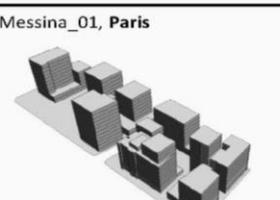
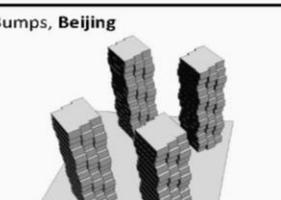
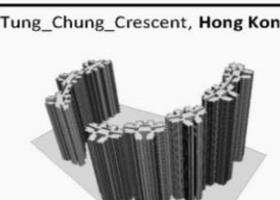


Osaka station TOD



South Brisbane TOD

Different TOD density models

<p>Guancheng_Shijia, Shenzhen</p>  <p>n.FAR : 3.03 g.FAR: 2.69</p>	<p>Spandau, Berlin</p>  <p>n.FAR : 3.14 g.FAR: 2.69</p>	<p>Borneo_whale, Amsterdam</p>  <p>n.FAR : 3.17 g.FAR: 2.25</p>	<p>Parque_Modelo, Mexico City</p>  <p>n.FAR : 3.35 g.FAR: 2.43</p>
<p>Messina_01, Paris</p>  <p>n.FAR : 3.42 g.FAR: 2.79</p>	<p>Skyville_Dawson, Singapore</p>  <p>n.FAR : 3.90 g.FAR: 3.29</p>	<p>Bumps, Beijing</p>  <p>n.FAR : 4.08 g.FAR: 3.36</p>	<p>Tung_Chung_Crescent, Hong Kong</p>  <p>n.FAR : 4.08 g.FAR: 3.38</p>
<p>Metro_harbour, Hong Kong</p>  <p>n.FAR : 4.65 g.FAR: 3.92</p>	<p>Shininome, Tokyo FAR: 5.16</p>  <p>n.FAR : 5.16 g.FAR: 4.65</p>	<p>Paris_002, Paris FAR: 5.97</p>  <p>n.FAR : 5.97 g.FAR: 3.99</p>	<p>Royal_Peninsula, Hong Kong FAR: 8.09</p>  <p>n.FAR : 8.09 g.FAR: 6.53</p>

Different typological models, examples of high-density urban block cases (after H.C. Kiang, 2016)

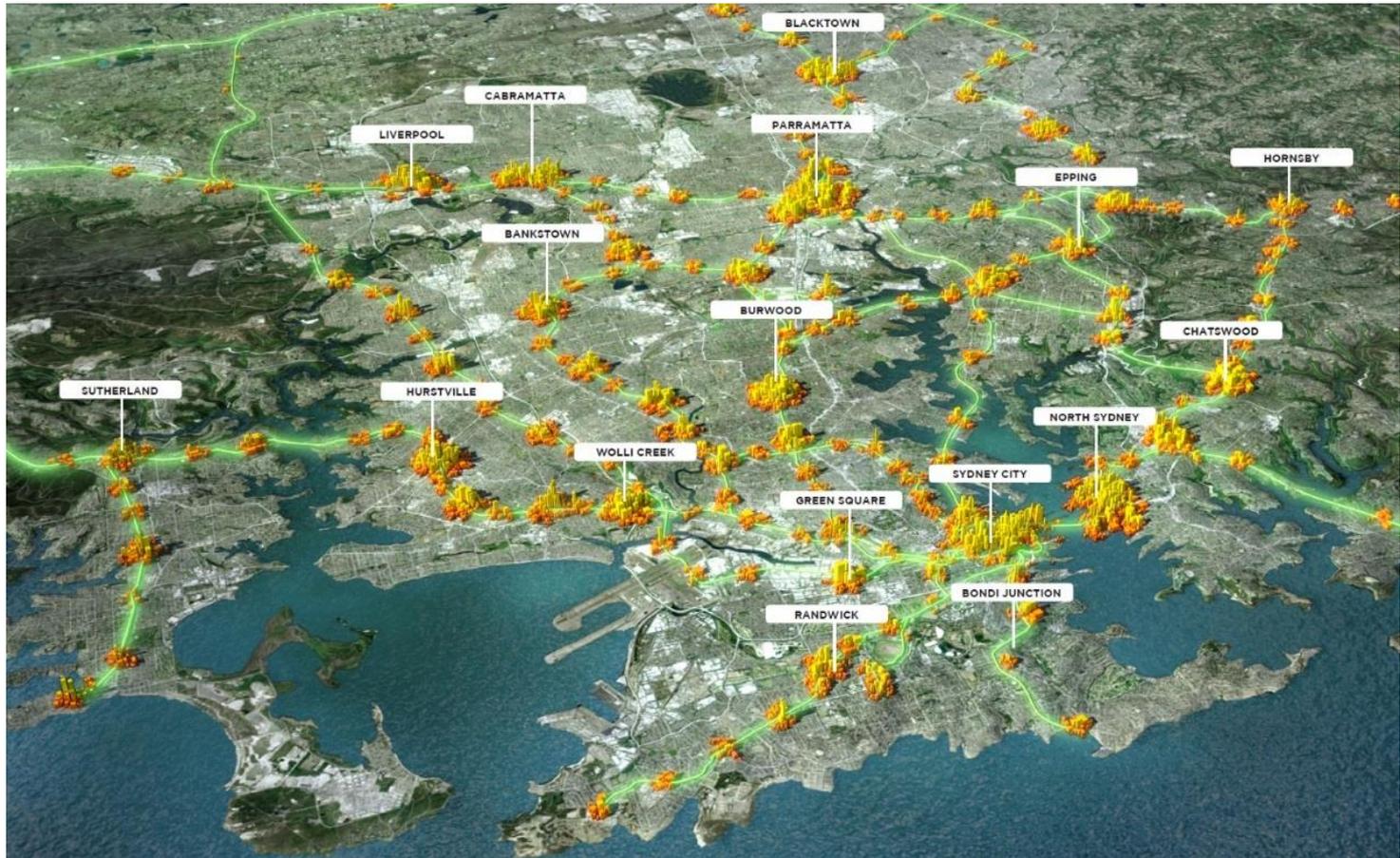
Transit Corridors

The Helsinki Metropolitan Area:

To develop more housing in walking distance to the railway stations and along railway corridors - this will reduce car-dependency and CO₂ emissions.

Linking more people to public transport.





Proposal for Sydney: Taking advantage of the continuous land ownership and air-rights.
Transit-oriented development, with higher densities along railway corridors and at railway nodes (2015)

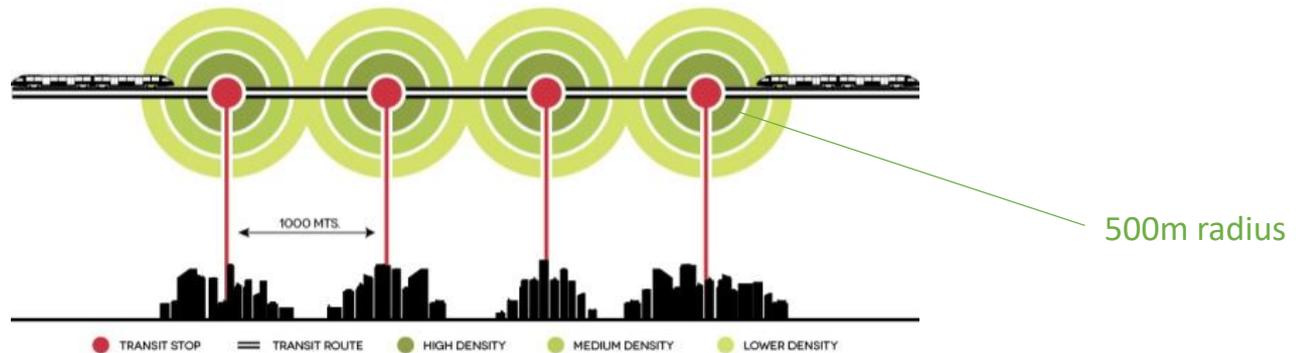
What makes the areas around transport nodes so special?

Why is urban infill in the existing urban fabric so difficult?

How much car parking needs a TOD?

While the whole of the city should be transformed towards low-carbon, the station areas offer particular good starting points for this transformation.

Railway stations and bus stations are a microcosm of the larger city.



**Performance aims of a Low-Carbon Districts,
resulting in:**

(when compared to suburban living/business-as-usual)

50% less car use

50% less energy use

min. 25% energy from on-site renewables

Other indicators of Low-Carbon Districts:

50% less water use

min. 70% waste recycling rate

20% of land area allocated for public space (squares, green)

min. 15-20sqm green space access per resident



New public space: Riverside Plaza
at Kings Cross, London



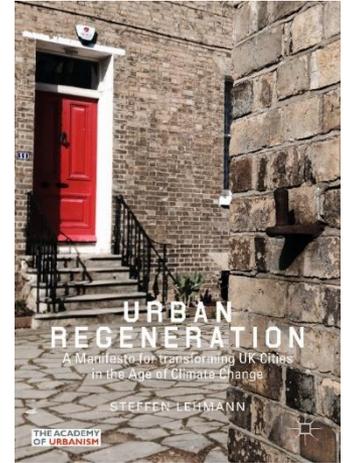
Housing on top of shopping mall
in Perth, Australia

Urban regeneration

Our manifesto for regenerating cities and brownfields (10 Strategies)

- Mix of uses: people can live, work and play in the same area
- Streets and permeability
- Walkable scale
- Stick to the robust principles of built form controls (codes for setbacks, designated heights)
- Thinking long-term and making the most of what we already have
- Bringing quiet production back to the city (bicycle workshops, food production, 3-D printing/manufacturing, etc)

Circular economy: adaptive reuse of existing buildings, repurposing of old buildings is very sustainable



Housing



Housing

To house more people
on the same space.

But:
No monotonous
cookie cutter housing



‘Missing Middle’ definition

Undersupply of the housing market’s median house value, and a lack of housing choices.

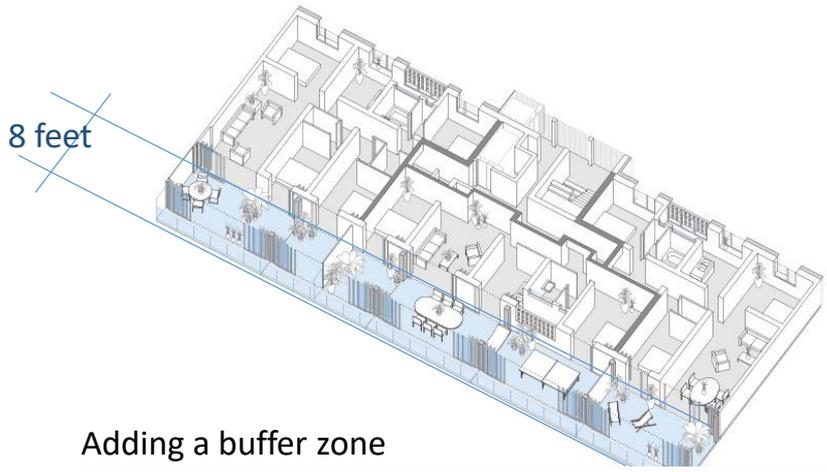
Medium-density multi-unit housing types (eg. townhouses, duplexes, apartments) that are integrated in walkable neighbourhoods, at an appropriate higher density, providing a diversity of housing choices.

Urban Infill developments

Aims to reduce car dependency, where all homes are within a 5-minute walking distance of major amenities, such as:

- a park, or lake, or recreational landscape
- mixed-use shopping area for daily needs
- high-quality walkable streets which make walking more safe and pleasurable
- public transport (bus rapid transit)

To minimize the need for car transit and to make public transport work, it requires a minimum population density (usually min. 20+ Dwelling Units per acre).



Adding a buffer zone



More urban infill

Building in areas where infrastructure already exists.
Increase densities to afford a Bus Rapid Transit (BRT) system and being able to walk between places;
Less building of greenfield developments



Re-imagine Reno Plan – Looking at different housing scenarios

Minneapolis Plan: Radical urban change, allowing 3 units on every lot (doing away with single houses)

Los Angeles 'Small Lot Ordinance': Zoning that allows for 4 units on a lot where there used to be one unit

Lack of affordable housing

It's a national problem, all cities with growing populations face this challenge.

Build more housing in the 'Missing Middle' segment, offering different housing typologies.

Build more affordable workforce housing: To make it more affordable we will need to house more people on the same space.

Allow for higher densities along transit corridors (bus routes).

Urban Infill

To make it more affordable, densify already built-up areas, house more people on the same space.

How does the project connect to the street?
Mixed-use, compact, retail on the ground.

Small blocks, 3-4 storey walk-ups, mix of usages:
offices, shops, apartments above.



Maximize natural light

Small courtyards for
cross-ventilation

20-30 units per acre,
but ensure privacy is maintained

Every building to be solar ready
(solar powered)

Use roof tops in a better way,
for gardens



Town houses and apartments,
Henderson 'The District'



Planning for the right homes in the right places:
Growing businesses need a skilled workforce living nearby, **avoiding long commutes**.

Develop a housing strategy and plan, so that communities and developers know where new development should go.

Simplifying plan-making and transparency, so it's easier for communities to produce plans and easier for developers to follow them.

The pace of development is too slow:
Building homes faster, reforming the planning system and the way we construct homes.

Increase supply: **Diversifying the housing market**, including modular off-site built homes, allowing for more experimental architecture, boosting productivity and innovation.

Find an improved approach to developer contributions to help pay for **new infrastructure**.





Energy Surplus Houses

Generating more energy than they need, feeding it back into the grid or storing the surplus energy in batteries





Infill

More housing choices:

Housing diversity
within one block

Roof terraces and
roof gardens



Infrastructure, waste management, energy, water, and food production are becoming a bigger part of architectural projects.

Housing diversity within one quarter

Gardens and food supply

TRAUMHAUS EVOLUTION



MVRDV

Develop typologies
as housing catalogue

Addition, variation,
spaces between buildings



Diversity and
variation



11-15 feet
width

Diversity and
variation



Modular prefab

Using cross-laminated
timber

**Designing for
Zero Waste**

Consumption, Technologies and the Built Environment

Edited by Stefan Lehmann
and Robert Crocker



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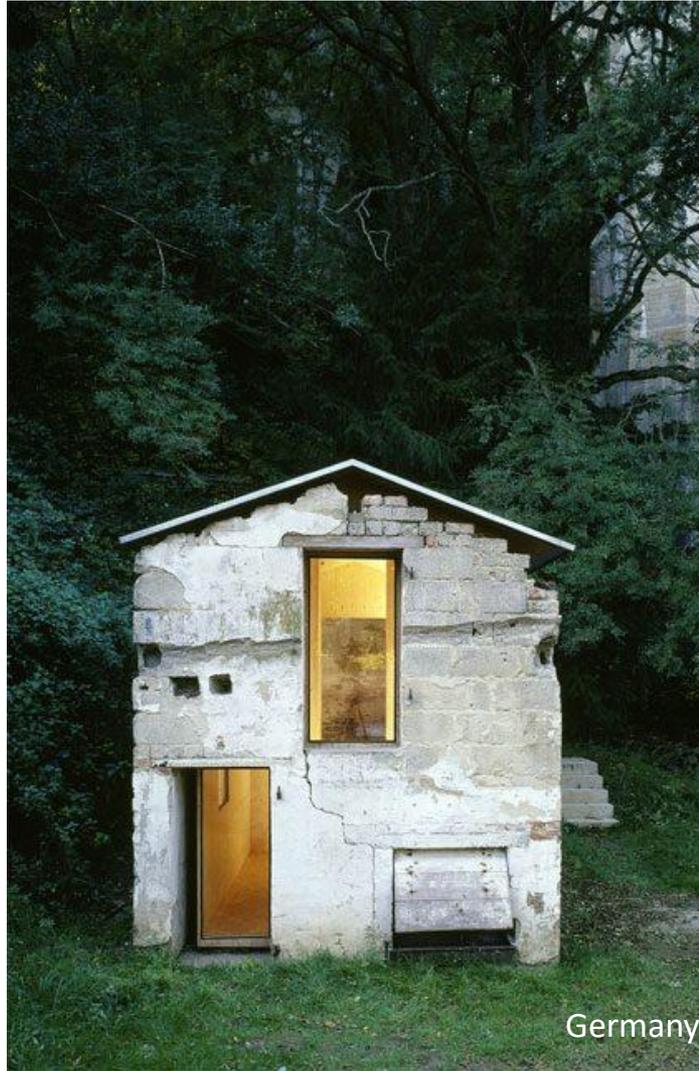


The development of new building techniques and materials has stayed behind.





Lightweight: 20-30% of weight compared to concrete
Better safety on site! Prefabricated CLT panels, up to
20 metres (60 feet) long, from fast-growing soft wood (pine)



Germany

We see an increase in effectiveness: more re-use of materials and buildings.







Fabrication off-site in a controlled factory environment





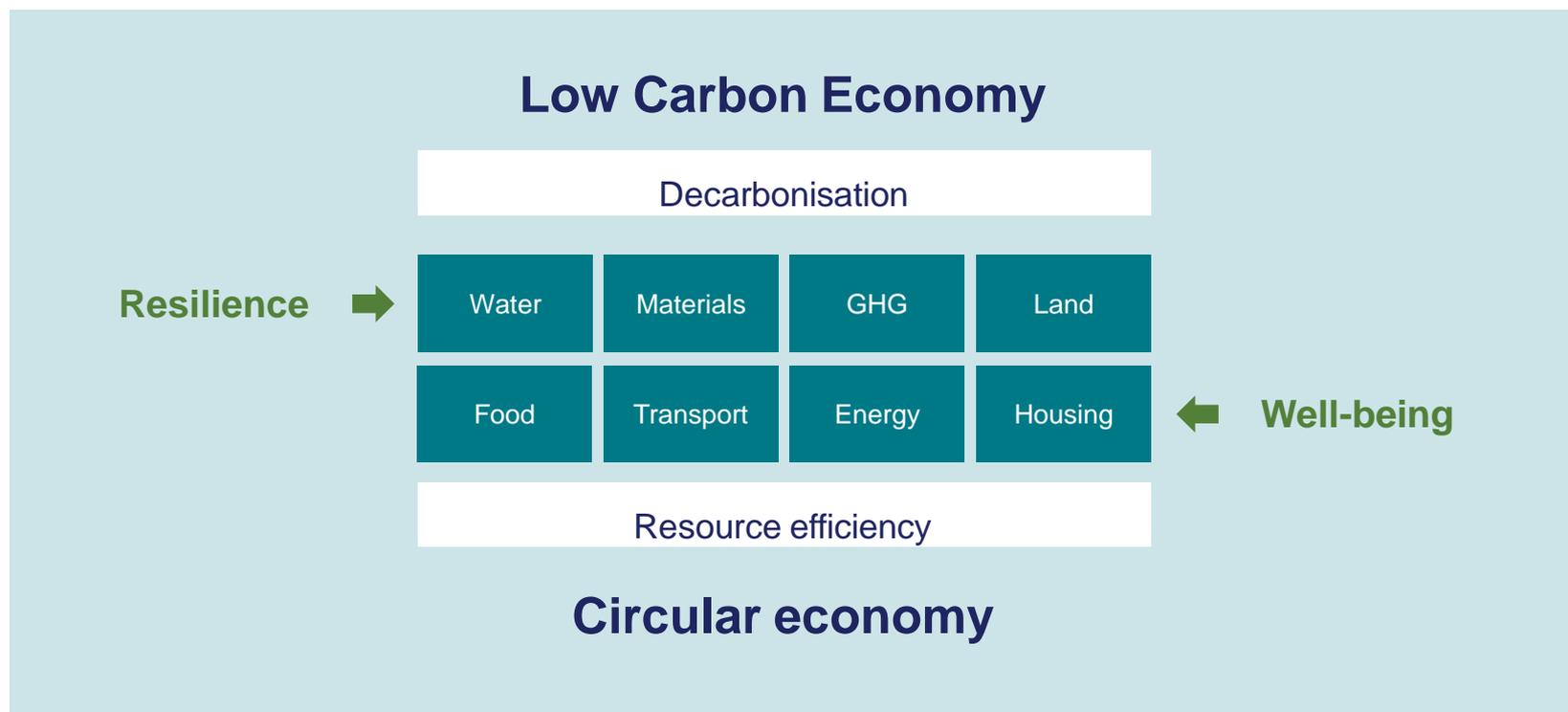
Production line of components – window assembly



Built cases, 4 to 10 storeys



Towards a more integrated model



Source: European Environment Agency, 2017



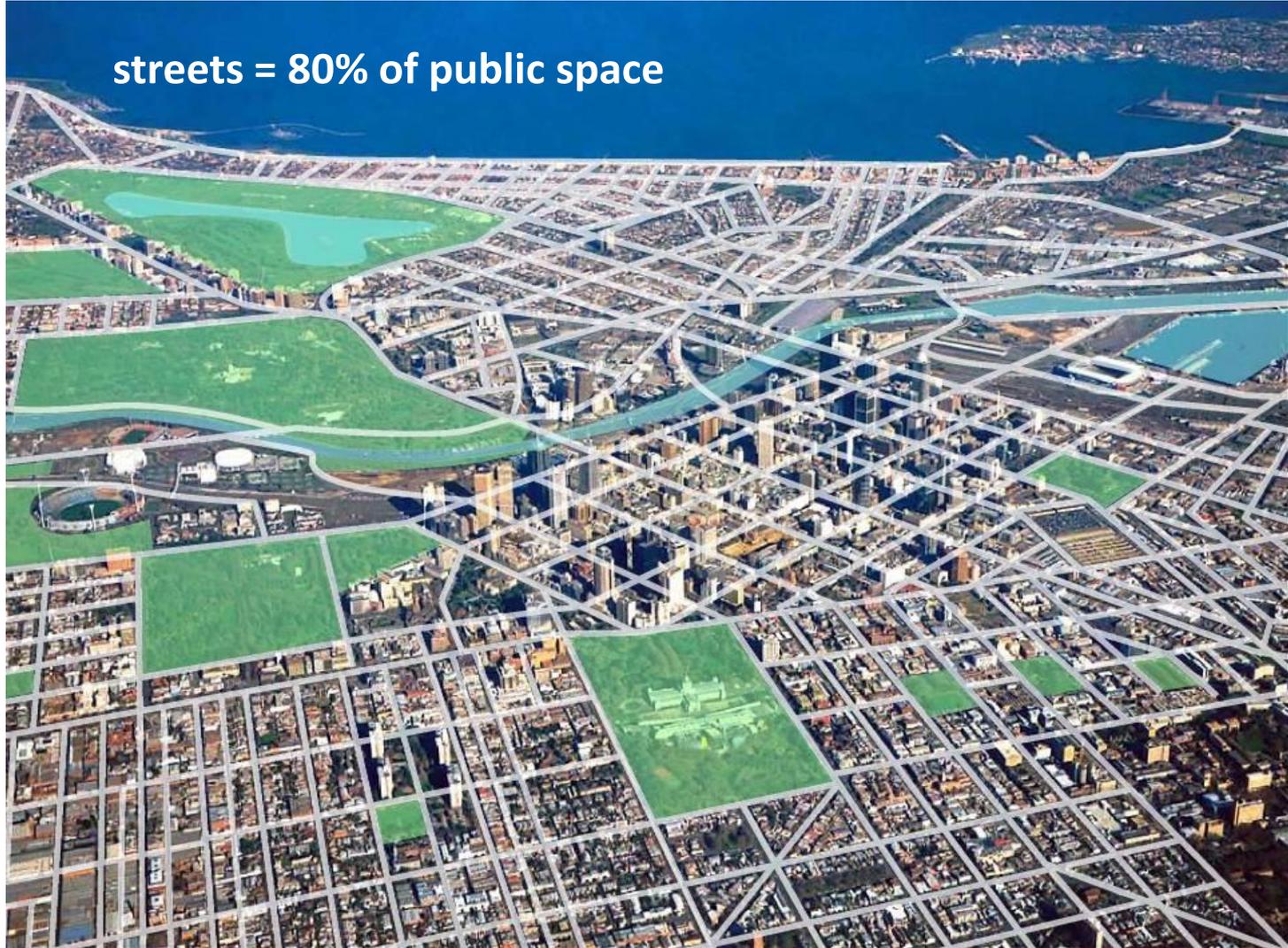
car

bike

bus

**Too much public space is occupied by the car.
In Europe, car use is now decreasing.**

streets = 80% of public space



Public space is key.

The public realm is vital to everyday urban life

Two urban regeneration theorists

Jane Jacobs

Streets, parks, community gardens, squares, small pocket parks and other forms of open spaces – improving quality of life.



Jan Gehl

Place-making: the space between buildings is crucial for the liveability and vitality of cities.



**A well designed car
needs less fuel...**



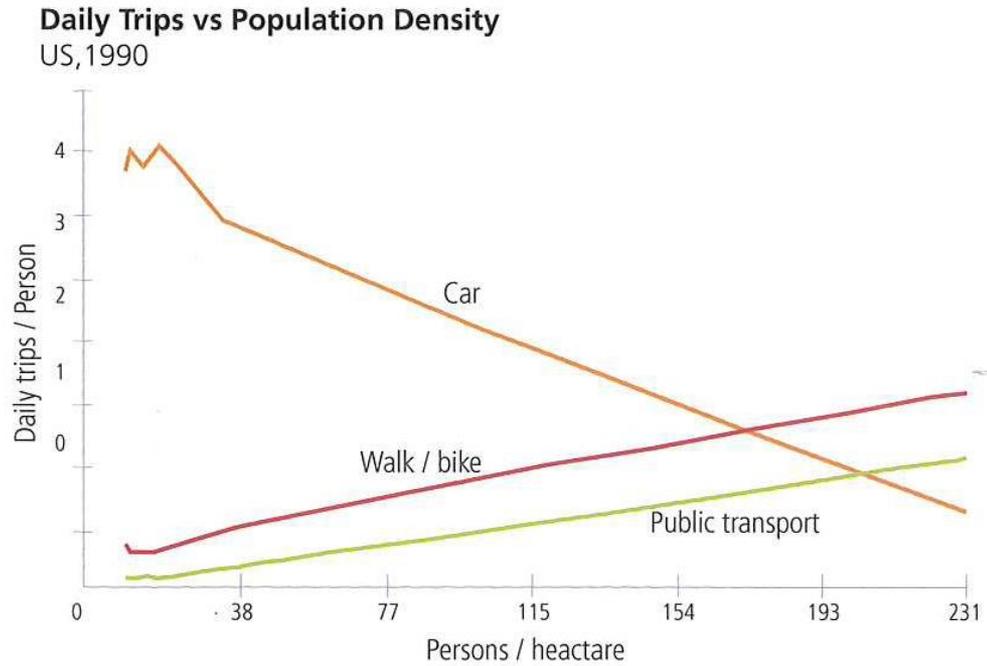
Reducing car dependency

Re-compacting cities, doing away
with the need to drive.

Focus also on behaviour change.

**...but will still
cause a traffic jam**





Source: Dunphy RT and Fisher K (1996) ⁴³

Reducing the need to drive through proximity and density



**Infrastructure investment in sustainable mobility:
The renaissance of the tram and bus**



Bus Rapid Transit (BRT) systems in Curitiba and Bogota *'trans milenio'*

BRT: Low cost, effective public transport, carries over 1.5 mill. people per day in both cities. Curitiba and Bogota are leaders in the region.



Collaborative consumption: new models of ownership



Infrastructure of the future

New types of infrastructure and public spaces emerging

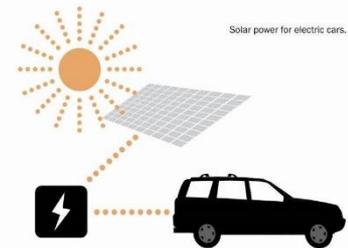
Using air-rights



Multi-modal last mile solution



China 2016:
507,000 new
e-automobiles
and 115,000
e-buses registered



Behaviour change



Taree masterplan (2008-2009, 1st prize) - all new residents get free bikes



The performance of public space and landscape

Putting public land into productive use,
producing food, energy and cleaning water

Integrating low-carbon mobility
through new types of infrastructure

Nature-based Solutions

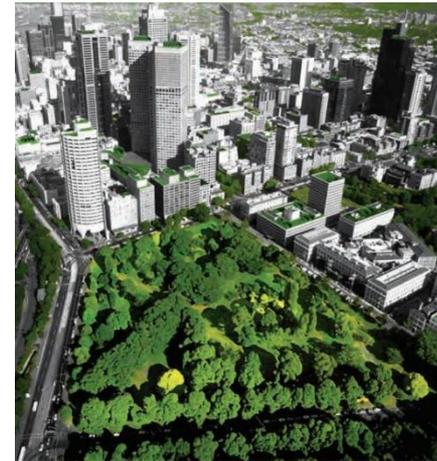
Nature-based solutions (NBS) are:

Living solutions inspired and supported by nature that simultaneously provide environmental, social and economic benefits and help to build resilience.

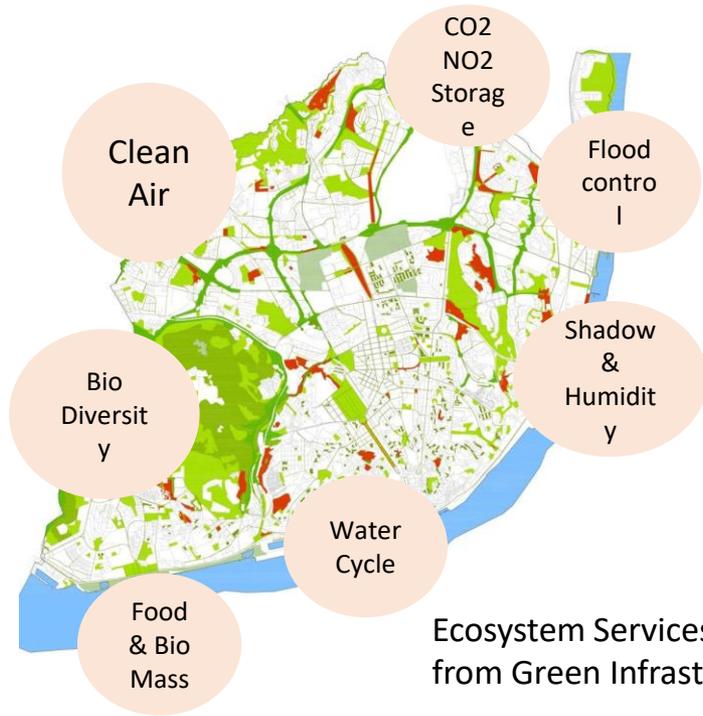
Solutions that bring more nature and natural features and processes into cities, landscapes and seascapes, through locally adapted, resource-efficient and systemic interventions.

NBS have an important role to play

- for climate regulation
- to reduce impacts of climate change
- to improve air-quality
- to reduce water stress
- ...



Ecosystem Services

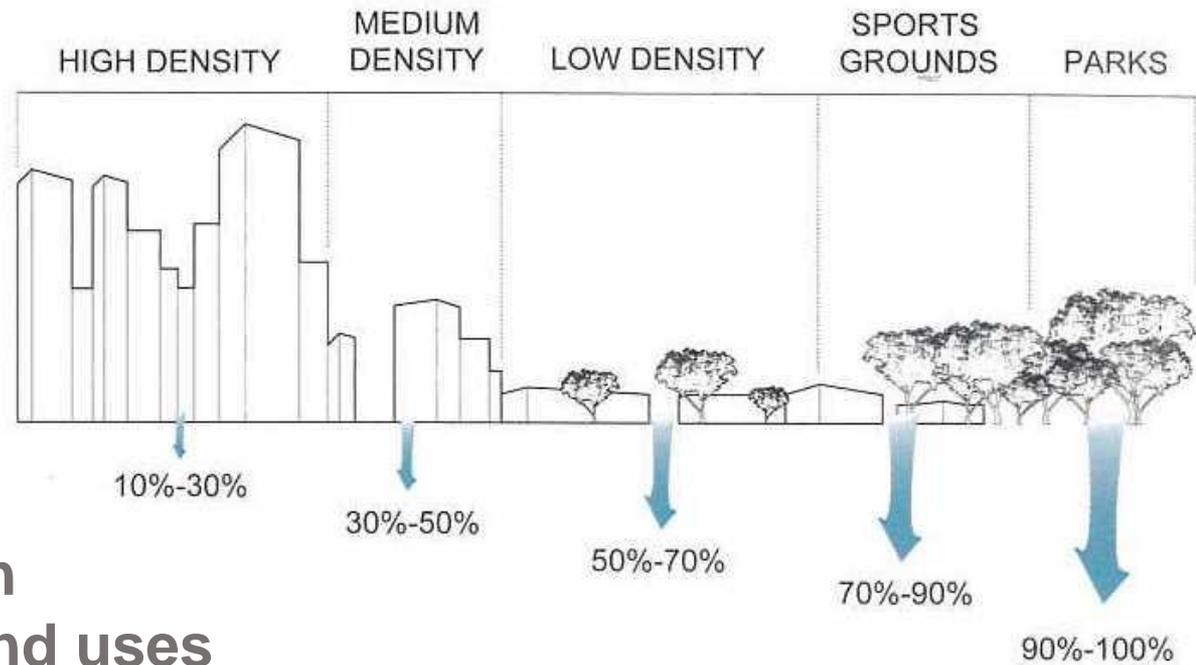


Ecosystem Services from Green Infrastructure









**Water infiltration
with different land uses**

‘Sponge City’ definition

A ‘Sponge City’ is a resilient city that has the capacity to manage urban water through its urban design, by:

- passively absorbing, cleaning, storing, and re-using rainfall,
- harvesting rainwater from rooftop gardens, bio-filtration swales, and constructed wetlands.





New types of urban infrastructure for the poly-centric Network City

Doing more with less!

Questions?

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Mike Kazmierski

President & CEO

EDAWN

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Executive Director

Truckee Meadows Healthy Communities

Kim Robinson

Executive Director

Truckee Meadows Regional Planning Agency

Regional Strategy For Housing Affordability

Truckee Meadows, NV

February 2019



Who are we and how did we get here?

JAN 2017: Schwab Bank brings Enterprise to the Truckee Meadows region to facilitate a 1-day affordable housing forum

FALL 2017: TMHC & TMRPA enter into a formal partnership with Enterprise to develop a 10-Year Regional Strategy for Housing Affordability

SPRING 2019: Finalizing & unveiling *Housing our Future* at regional town hall.

About *Housing our Future*

VISION:

All residents of the Truckee Meadows should have access to a continuum of safe, accessible, and affordable housing options in neighborhoods that offer access to opportunity and a high quality of life.

CORE PRINCIPLES

- PRESERVING AND CREATING QUALITY HOUSING OPTIONS FOR THE LOWEST END OF THE INCOME SPECTRUM
- INVESTING IN HOUSING IN AREAS OF OPPORTUNITY
- PRIORITIZING THE WORKFORCE AND POPULATIONS AT-RISK OF HOMELESSNESS
- PREVENTING HOUSING DISPLACEMENT
- SUPPORTING MORE EFFICIENT LAND-USE THROUGH STRATEGIC INFRASTRUCTURE INVESTMENTS
- BOLSTERING FINANCIAL RESOURCES AND TOOLS
- EXPANDING STRATEGIC PUBLIC-PRIVATE PARTNERSHIPS

About *Housing our Future*

PROCESS

**Establish
a
planning
structure**

**Analyze
current
housing
needs, market
conditions, &
local capacity**

**Draft and vet
strategies
with local
stake-holders
& residents**

**Develop
final
strategy
roadmap**

Implement!

 **Community
Profile**

 **Strategy
Roadmap**

Planning structure

Executive Leadership Team

City of Reno

City of Sparks

EDAWN

Nevada Legislature

**Nevada Housing
Division**

**Regional Transportation
Commission**

Reno Housing Authority

Renown Health

Washoe County

Working Groups

ACTIONN

AGC

Bank of America

Builders Association of N.NV

Building & Construction Trades

City of Reno

City of Sparks

Chamber of Commerce

Charles Schwab

Community Health Alliance

Food Bank of N.NV

HOME Consortium

HUD

Krater Consulting

NV Energy

Nevada Housing Division

Nevada Legislative Counsel Bureau

Northern NV Community Housing

Northern Nevada Hopes

NNDA

Praxis

Regional Planning Commission

Regional Transportation
Commission

Reno Housing Authority

Reno/Sparks Association of Realtors

Renown Health

Silver Sage

TMCC

Washoe County

Washoe County Health District

Washoe County School District

Wells Fargo

WNDD

Key regional housing issues



There is a shortage of affordable rental units for low-income households in the region, particularly those earning less than 50% AMI



There are limited types of housing offered in the region today.



Incomes are not keeping up with housing costs, particularly home sale prices. As a result, many households are cost-burdened.



The region may lose some of its existing affordability due to deterioration of existing units and growing market pressures.



An increasing number of households face displacement pressures, due to expiring affordability and rising housing insecurity.

Strategy focus areas

- 1 Support production of more rental housing that is affordable to low-income households**, particularly those earning less than half of the area median income.

- 2 Support development of more diverse housing options** for renters and homeowners throughout the region.

- 3 Help more residents access homeownership opportunities.**

- 4 Preserve the affordability, while improving the quality**, of existing affordable homeownership and rental options.

- 5 Protect residents from housing displacement.**



Cross-cutting actions to support implementation

Selected actions the business community can champion

SHORT

Advocate for the creation of the **Regional Housing Trust Fund** and help identify supportive financing.

Develop a **pilot program** that supports development of diverse, lower cost housing products across the region.

Participate in **regional housing education & outreach campaign**.

MEDIUM

Offer **employer-assisted homeownership programs**.

Leverage **Section 108 Loan Program** funds to support preservation and development of mixed-use and mixed-income developments.

LONG

Advocate for changes to **State law** that will support more housing affordability in the region.

Next steps

- **Finalize *Housing our Future* Strategy Roadmap.**
- **Appoint lead entity charged with implementation (& align their structure and capacity accordingly).**
- **Public roll-out & town hall.**

For more information about the Regional
Strategy for Housing Affordability, visit:
TMaffordablehousing.org

Mike Kazmierski

President & CEO

EDAWN

YIMBY Of Northern Nevada Lead By Regenesis – Gordon Gossage

- **YIMBY** Movement Started In San Francisco
- Young Adults, Elderly And Lower Income **Hurt Most** By Housing Shortage
- Housing Shortage A Result Of **Decades Of Voting And Organizing Against** Housing
- Advocates For Increased Density

Embraces **Missing Middle** Housing (2-50) Units

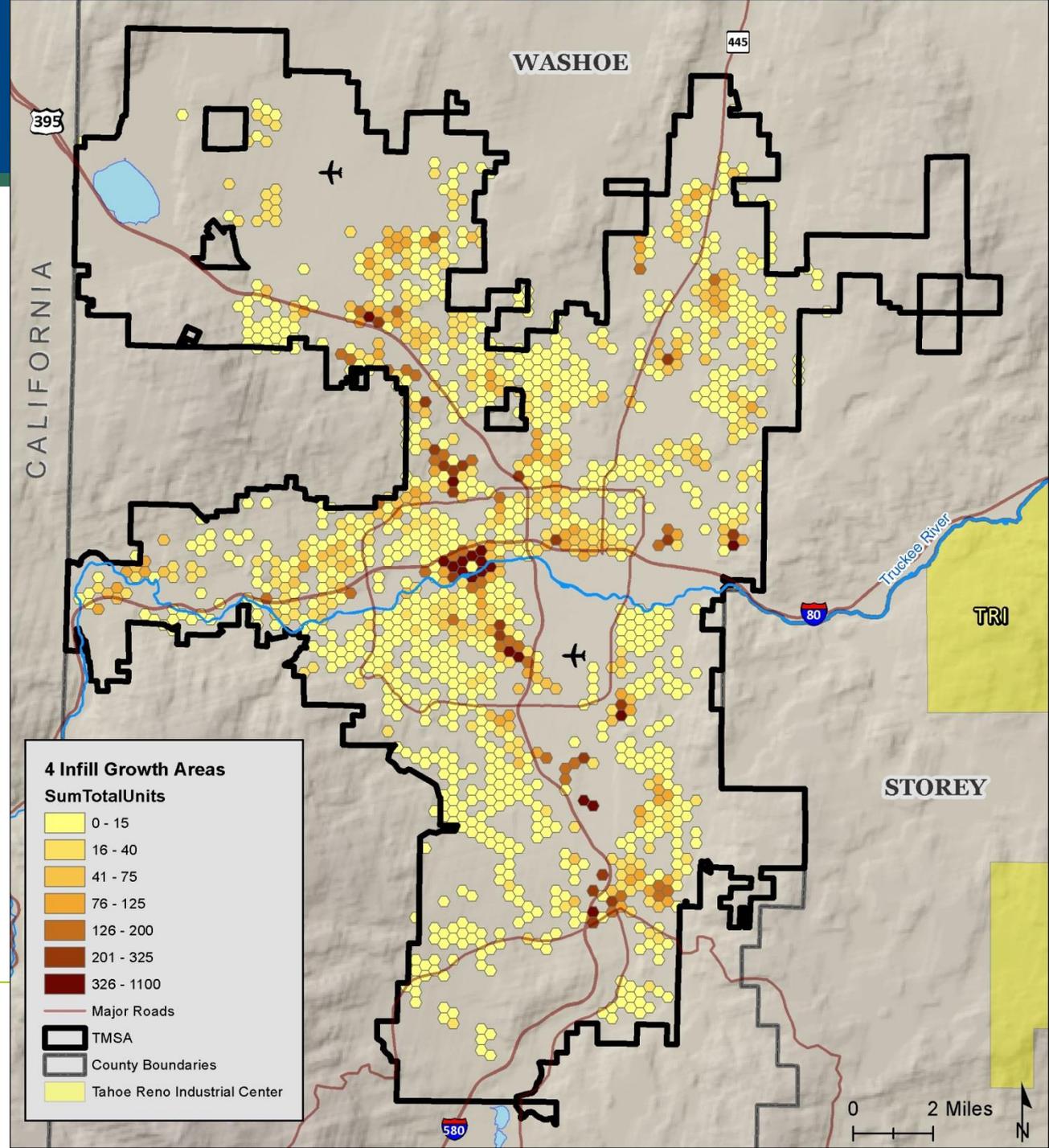


Gordon Gossage

Regenesis Reno

Infill

- Emphasizes policies that encourage growth to go to already developed areas
- Maximizes the use of small lots and promotes a mix of uses
- Encourages expenditures to address infrastructure in areas deemed suitable for infill, redevelopment and increased density
- Allows changes to existing zoning





March 19 & 20, 2019

Reno Ballroom

www.renozonesummit.com



Mark Your Calendar!

Washoe K-12 Education Foundation Luncheon *(In partnership with EDAWN)*

May 30, 2019

11:30 am – 1:30 pm

Atlantis Casino Resort Spa