



HOUSING:

A PRIMER FOR TRANSPORTATION
PROFESSIONALS IN CENTRAL FLORIDA



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

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HOUSING:

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One of the biggest decisions a person makes – or has made for them – is where they will live. This housing decision affects the education one receives and the transportation choices available to them. In turn, this affects the services they can reach, the spaces where they play and interact with others, and ultimately, their life expectancy.

The far-reaching effects of one's housing decision illustrate the intertwined relationship of community sectors like housing, transportation, parks, and more. Too often, however, the work of the professionals in these sectors is conducted in silos: the decision within one built environment discipline is made without full consideration of the impact on another discipline. These silos develop naturally over time as agencies and cities grow and must manage more concerns and responsibilities. This has historically been the case across the country, and Central Florida is no different.

Housing and transportation are particularly related. They are an individual's two biggest expenses¹, and the location of one impacts the availability of the other. Despite their close relationship, housing and transportation are rarely analyzed together as a unit. There are many reasons for this, including the silos within which decisions about housing and transportation are made.

It does not have to be this way going forward. This white paper is a back to basics examination of the co-dependencies that exist between housing and transportation in Central Florida. Aimed at transportation professionals – planners, engineers, financiers – this paper identifies and explains housing topics that transportation decision makers need to understand.

The Transportation Think-In: Making 2045 Healthy, Sustainable, and Resilient

In 2018, MetroPlan Orlando hosted an event that gathered 60 community leaders from various sectors ranging from health and housing to business and tourism. *The Transportation Think-In* featured discussions on various opportunities for the region to be healthier and more sustainable. The conversations fit into six key themes: funding, planning's uncertainties, perception of transportation, collaboration and organizational roles, access to services, and housing and transportation. Throughout the event, participants emphasized the need for a more holistic approach to housing and transportation.

The Think-In led to several housing and transportation applied research areas:

- Coexistence of housing and public transit: where and how do these two areas work together regionally?
- Breaking down silos: what are the challenges?
- Current state of housing in Central Florida: what types of housing do we have and what are the gaps?

These are multi-faceted research areas, and finding answers leads to more questions and necessitates more research. This white paper is focused on a challenge that exists across these areas: overcoming the communication differences preventing groups with a common goal from working together. The simple misunderstandings that can arise from a jargon-filled presentation or a dense, numbers-filled report make it hard for one group of allied professionals to understand another. This paper is a broad overview



of how housing and transportation are analyzed together now, the region's current housing issues, and identifies how other regions are considering the integration of housing and transportation. A series of recommendations is also included.

A Healthy, Sustainable, and Resilient Region through Housing and Transportation

Health in All Policies (HIAP) is a term and approach that emphasizes the incorporation of health considerations into decision-making across sectors and policy areas². In other words, it is a way to think about how a decision in one area impacts another area. The application of a "health lens" can break down the silos that too often occur in our existing processes.

This is a useful technique when attempting to connect housing and transportation. Land use and transportation policies are what lead to healthy neighborhood design³. Healthy communities are an outcome of good neighborhood design, among other aspects of the social determinants of health.

The Community Guide is one of the foremost sources for evidence-based findings related to healthy communities. In December 2016, it released an updated literature review and recommended

that built environment strategies need to combine transportation improvements with a neighborhood design improvement, such as mixed-use development, in order to address physical activity and improve health outcomes. Specifically for transportation policies and projects, they need to address the design of the street grid, sidewalks, trails, bicycle infrastructure, as well as public transit access and service⁴. Why?

Transportation options can enhance public health. The Centers for Disease Control and Prevention (CDC) recommends adults engage in 30 minutes of daily physical activity⁵. When neighborhood and street design make walking and biking easy to do, this 30-minute recommendation becomes part of a person's everyday activities⁶. Each transit trip starts with walking or biking. Transit use can assist individuals in meeting the CDC's recommended daily amount of physical activity.

Land use and environmental design strategies are key for good neighborhood design. These strategies include a mix of land uses, increasing residential density, and access to points of interest, such as health care and grocery stores. These strategies – implemented through smart growth policies, zoning codes, etc. – can lead to healthier, more sustainable communities⁷.

Key Land Use Terms



COMPREHENSIVE PLAN

A state-mandated document that identifies a jurisdiction's vision, where the community wants to grow, opportunities for achieving this growth, and issues that could prevent implementation of the community's vision. The comprehensive plan includes a transportation section, and in the state of Florida, it must contain policies that ensure adequate public facilities are part of the land development process⁸.



ZONING CODE

In Florida, all local governments have a zoning code, which is a tool for implementing the comprehensive plan. There are two types of zoning codes: use-based and form-based. A use-based zoning code establishes the type of uses that can be allowed on a particular parcel. Changing the use of a parcel – for example, a change from one residential unit per acre to two units per acre – requires a zoning variance. A form-based code identifies the ideal structure for a parcel and allows the private market to determine the parcel's use⁹.

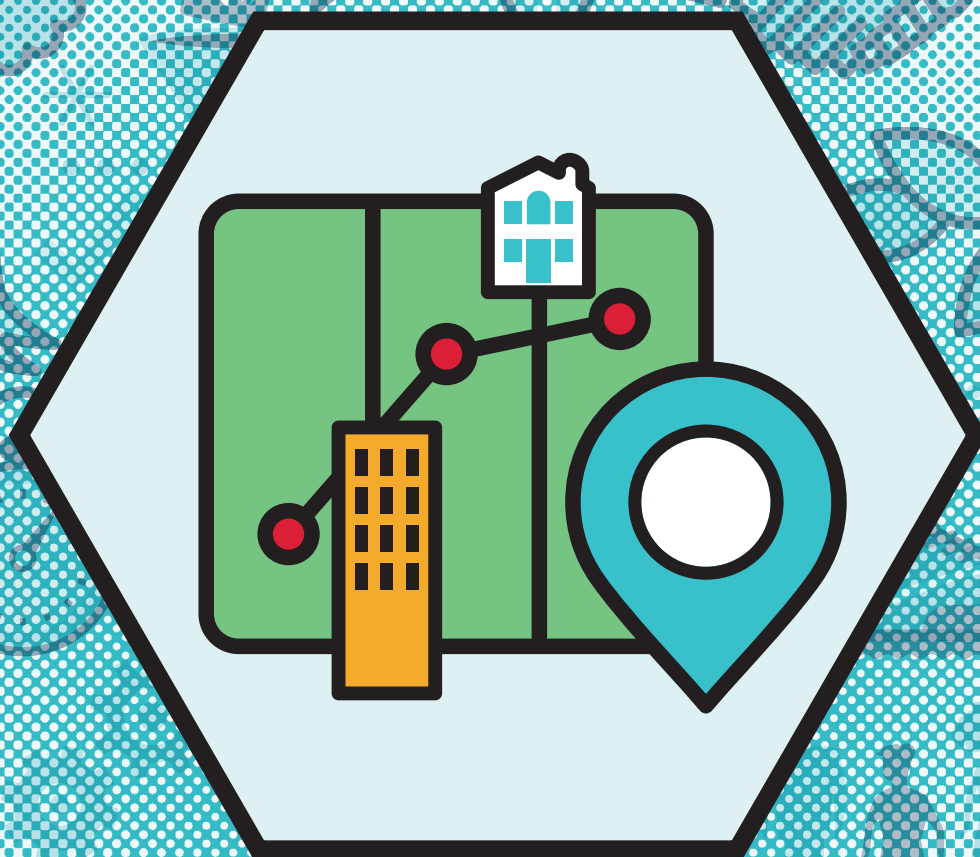


LAND DEVELOPMENT REGULATIONS

A local government's code of regulations that determine how a plot of land is developed. These regulations often dictate how land can be subdivided, the layout of streets within large development parcels, and much more. They are a key tool for creating healthy and sustainable places in local communities¹⁰.



HOUSING AND TRANSPORTATION – WHAT WE DO NOW



A house is the end product of a series of municipal and private market decisions. In Florida, local governments set land use policy, which includes comprehensive plans, zoning codes, and development regulations. These policies, alongside others, are supposed to guide the location and type of new housing units. The financing of new housing units and the associated real estate development is driven by market forces. Historically in Central Florida, this combination of policy and market forces has determined the type of transportation system we have.

A push-pull relationship exists between land use and transportation. Many transportation projects, such as road widenings to serve subdivisions with little connectivity, are pushed by land use policy. Alternatively, transit-oriented developments recently built near SunRail stations are the result of transportation pushing land use policy.

MetroPlan Orlando is the metropolitan planning organization (MPO) responsible for setting transportation policy across the large metropolitan Orlando-Kissimmee-Sanford geographic area. The agency is responsible for allocating millions of transportation funding dollars each year, but has no authority over land use policy. Local governments set land use policy through the adoption of a Future Land Use Map under the comprehensive planning process. The map identifies where new development will go, guiding local government placement of retail opportunities, offices, and varying housing types.

As the MPO, MetroPlan Orlando establishes the regional travel demand model. This model informs nearly every transportation decision that occurs in Orange, Osceola, and Seminole counties. The approved Future Land Use Maps are an input into the travel demand model, meaning the desired location of housing, jobs, and retail is a significant determinant in the type of transportation facilities that are implemented. This approach highlights how transportation is mostly pulled by land use policy.

This pull by land use policy has contributed to a poor jobs-housing balance in Central Florida. In downtown Orlando, there are 2.48 jobs per resident of nearby neighborhoods, causing people to commute from the suburbs into downtown for work¹¹. The commutes can be time-consuming: 28 to 33 minutes depending on which county you are in¹². These commutes strain the existing road system, reduce the cost efficiencies associated with providing multiple transportation options, and reinforce unhealthy behaviors, such as sitting and stress¹³.

Success of transportation facilities, particularly those that encourage healthy and sustainable behaviors, is measured by how many people use the facility. While there are other (and arguably better) ways to measure success, sidewalks, bike lanes, and transit routes alike are considered successful when lots of people use them. For example, SunRail's success is measured by how many people ride the train. However, land use policy determines the built environment in which we move, and the built environment is the biggest influencer on travel behavior¹⁴.

**Jobs-Housing Imbalance:
an indicator of whether
commutes are likely to be
long or short. Fewer jobs
than houses in an area
often means that commutes
will be longer than areas
with a similar number of
jobs and houses.¹⁵**



CENTRAL FLORIDA'S HOUSING ISSUES



MetroPlan Orlando's three-county planning area recently completed a Regional Affordable Housing Initiative. This two-year research effort led to a thorough understanding of the region's current housing issues and a framework for overcoming them. The unprecedented approach gives transportation professionals insights into the need to consider housing and transportation as one interlocked decision. Key findings from the Initiative:

We are not building enough housing

More than 2 million people live in the 3-county region and more than a million people are expected to live here in 2045. For the region to meet expected housing demand, more than 1,400 new housing units are needed each month¹⁶. An average of 1,300 units are permitted monthly. In simple math terms, the number of units in the development process are less than the amount needed, resulting in a shortage. Generally speaking, more housing units than new households are needed to enable location choice and efficiencies.

The raw numbers illustrate this issue, but a deeper dive into the numbers is more revealing. Of the 1,300 new housing units being permitted, more than 70% are single family homes. Additionally, rental units now make up a significant portion of new units, which has an impact on affordability¹⁷.

The existing housing stock is not affordable

Central Florida has an affordable housing crisis. The Orlando-Kissimmee-Sanford metropolitan area was recently ranked as having one of the most severe shortages of affordable rental homes in the nation for extremely low income renters¹⁸. The analysis in the Regional Affordable Housing Initiative Executive Summary supports this conclusion as well.

The summary report includes a significant amount of data regarding our region's affordability in terms of housing and transportation. Here are three key points:

- The combined housing and transportation costs in the three counties and Orlando range from 53% to 61%. The ideal percentage is 45%.

- The ideal transportation costs for our region are \$7,315 per household a year, but our households spend an average of \$12,600 a year.
- If your household makes the median household income for our 3-county region (\$58,400) and you buy a house for the median homes sales price of \$230,000, you are likely to be cost-burdened – more than 30% of your pre-tax income is going towards your housing costs¹⁹.

The majority of the new or under-construction multifamily buildings are rental housing, which is likely to increase our existing affordability issues. Renting exposes a tenant to more housing price shocks (i.e. increases) than home ownership.

Housing is considered affordable when the cost of rent and utilities is 30% or less of the household's income. When these costs exceed 30% of income, the household is considered cost burdened. When costs exceed 50% of household income, the household is considered severely cost burdened.

The housing stock suffers from “The Missing Middle”

In Central Florida, roughly 60% of households have one or two people. But the majority of the existing housing stock are homes with at least three bedrooms. These are typically single family houses or duplexes in car-oriented neighborhoods. At the extreme other end, 11% of the region’s housing stock is high-rise condos or apartments²⁰. The lack of housing types between these two extremes is a common phenomenon across the United States and even has a name - the “Missing Middle.”

The Missing Middle is a range of multiple housing types that help meet the growing demand for walkable urban living. These housing types typically have small- to medium-sized footprints, with a body width, depth, and height compatible in scale with a single-family home. These characteristics allow housing types of varying densities to be blended into a neighborhood, helping to support public transit and other services and amenities.

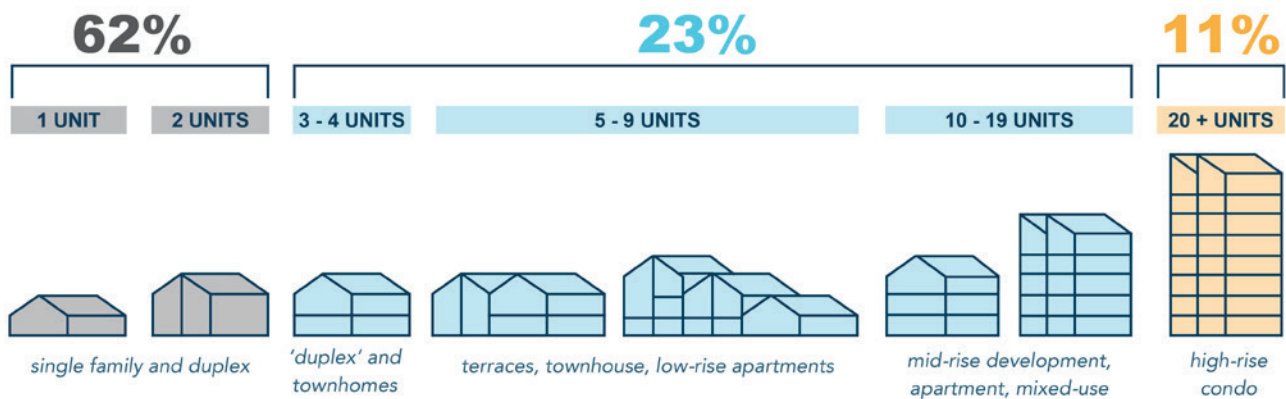
Missing Middle housing types meet the needs of shifting demographics and a growing number of consumers who are looking for something smaller than a single-family home but larger than the traditional apartment. These consumers include baby boomers and empty nesters who want to downsize, young families who may not be able to afford or need a single-family house, and anyone who wants to live in a walkable, urban community with services, amenities, and multimodal transportation systems.

Overall, there is a growing consumer demand to reshape many of America’s conventional suburbs into walkable, transit-oriented communities that provide a variety of housing choices. Missing Middle housing provides a possible solution to the growing demand for walkable communities. These demographic changes and shifting preferences are occurring in Central Florida now and will continue in the decades to come.

In addition to addressing residents’ needs and changing preferences, closing the Missing Middle gap can help address the affordability crisis. Middle housing encourages a mix of socioeconomic households, making it a good option for infill development. Midsized housing is more affordable by design due to its efficient use of space and preferred location near transit, reducing the need for a car.

Building more units per acre, such as townhomes with densities of 5 units an acre, increases the number of people who are able to live in a neighborhood. Increased densities and other urban form decisions (such as building setbacks), make it easier to provide transportation options. Transit, sidewalks, and bike lanes are utilized more when there is a higher number of residents and employees near them. Providing more balance between transportation options produces a more sustainable transportation system and has significant environmental benefits²¹.

CENTRAL FLORIDA’S MISSING MIDDLE



Source: GAI Consultants, Inc. Used with permission.



HOW THE REGION WANTS TO ADDRESS AFFORDABLE HOUSING



As the previous section demonstrates, the Central Florida region has not built enough housing units to accommodate its population growth. Additionally, the low wages of many Central Floridians price them out of buying a market-rate house. This disparity has led to an affordable housing crisis. In response, Orange, Osceola, and Seminole counties and the City of Orlando recently completed a two-year coordination effort to produce a Regional Affordable Housing Framework.

The framework has five goals, 23 tactics, and a host of tools that could be used. For brevity's sake, this report discusses three of the five goals and a handful of the tactics and tools. The full framework is located in **Appendix A**. Three goals have a connection to transportation:

- **CREATE:** Increase the housing supply to meet the needs of all current and future residents
- **DIVERSIFY:** Encourage diversity of housing types and energy-efficient housing
- **INTEGRATE:** Promote social and economic integration

The chart below lists these three goals, one proposed tactic within each goal, and describes transportation's influence on each tactic.

GOAL	TACTIC	TRANSPORTATION RELATIONSHIP
CREATE: Increase the housing supply to meet the needs of all current and future residents	Facilitate partnerships with nonprofit and public agencies, and private industry.	MetroPlan Orlando can be a public agency partner. Transportation partners can identify infrastructure needs, potential funding sources, and collaborate on changing land use policies. This incentivizes collaboration between housing and transportation activities and increases co-benefits.
DIVERSIFY: Encourage diversity of housing types and energy-efficient housing	Increase the availability of development sites by establishing or expanding mixed-use zoning districts.	Infrastructure usually determines where development can occur. Transportation plans identify where roads, trains, buses, bike lanes, and sidewalks go. These planning efforts support new development. While it is well documented that new roads and wider roads encourage sprawl, infill development near existing infrastructure improves transportation options.
INTEGRATE: Promote social and economic integration	Encourage affordable housing near employment centers, transit and essential community services. Support mixed-use, walkable neighborhoods connected by transit	The analysis in the Regional Affordable Housing Initiative Executive Summary highlights our region's high transportation costs. Adding more housing near SunRail or LYNX routes that serve employment centers, and other necessary services can reduce someone's transportation costs and enable more healthy behaviors, such as walking to and from transit.



Types of Housing Tools and Relationship to Transportation Planning

The Regional Affordable Housing Framework identifies 25 regulatory tools, funding sources, and partnership opportunities that could be implemented over the next 10 years. While not all 25 relate to the work of transportation professionals, some do. Six that do relate are defined in the following chart along with their connection to transportation.

TOOL	DESCRIPTION	TRANSPORTATION RELATIONSHIP
Reduce Accessory Dwelling Unit (ADU) Requirements	ADUs are housing units that accommodate one or two people on a property with an existing home as the primary structure. Interior ADUs are within the primary structure, attached units connect to primary structure, and detached units are separate from the primary structure. These structures provide an alternative to expensive rental projects and can be designed to blend in with the neighborhood ²² .	ADUs increase population density in an area without significantly changing urban form. Increased density is associated with more destinations – restaurants, jobs, stores, etc. – being closer together. This can reduce the distance someone travels and influence how they travel. It encourages more transit, walking, and biking trips while improving the cost efficiency of sidewalks, bike lanes, and transit ²³ .
Inclusionary Housing Program	This type of program requires developers to sell/rent a certain amount of its new residential units to lower-income residents. The particulars of the program vary from area to area ²⁴ . Policies can be either optional (encouraged through incentives) or mandatory, and can apply to both rental and for-sale housing ²⁵ .	Inclusionary housing regulations or incentives, especially near high-frequency transit stops, strengthens the housing and transportation connection. Research shows that low-income residents use public transit more than higher-income populations. Housing near transit can also reduce the travel times of low-income populations ²⁶ .
Density/Intensity Bonus	Density bonuses allow developers to build more market-rate units than allowed by the zoning code if they agree to include a certain number of affordable units ²⁷ .	Increased population density and the provision of housing across multiple income levels increases the number of people who can access transit. Additionally, buildings with multiple stories create a sense of enclosure, a safety feature that reduces travel speeds and encourages walking ²⁸ .
Reduce Parking Requirements	Parking is costly to build, adding \$20,000 to \$40,000 per space to total project costs. When minimum parking requirements are present, the higher construction costs are passed on to tenants as higher rents. Reduced parking requirements allow for reduced building costs ²⁹ .	Local municipalities establish parking requirements for new developments and often, these requirements include a minimum of spots, which are frequently underutilized and result in an inefficient allocation of public space.
Adaptive Reuse (Land Use Flexibility)	Adaptive reuse is “the use of abandoned, underutilized, or functionally obsolete properties as housing” ³⁰ . As it preserves the architectural fabric of the community, it often draws less opposition than a new construction project. Zoning modifications can be enacted to encourage the reuse of such properties.	Adaptive Reuse is an infill development that adds residences near existing transportation resources, improving the cost efficiencies of sidewalks, bike lanes, and transit.
Housing Trust Fund	Housing trust funds are funds receiving ongoing public funding to support affordable housing. Housing trust funds shift the funding of affordable housing from annual budget allocations to dedicated public revenue. These funds are established by county, city, or state governments and are flexible to support a variety of methods of addressing housing needs ³¹ .	Additional funds for affordable housing can leverage transportation funding to create healthy, inclusive, and economically vibrant communities.



THINKING ABOUT HOUSING AND TRANSPORTATION TOGETHER



The data analysis is clear – housing and transportation need to be planned for together. By thinking about the two as a unit, the objectives of both can be achieved. MetroPlan Orlando's Health in all Policies initiative has focused on five areas – Physical Activity, Safety, Access to Healthy Food, Access to Care, and Environmental Quality. Transportation planning cannot fully address all of these areas, but progress can be made by incorporating aspects of these focus areas into the work of other built environment professionals.

Each of these five focus areas have a housing or neighborhood scale-related aspect. Physical activity and safety is easier to do when buildings are close together and closer to the street. This also has an effect on the number of people who feel safe walking and biking and acts as a design feature for slowing down vehicle speeds (in a way that establishing and enforcing a speed limit does not).

Transportation is one half of Access to Food and Care. The siting – or deciding where to locate a grocery store, medical clinic, or community market – of facilities or gathering places is the other half. The push-pull relationship can vary, depending on the situation. This further highlights the need to think about housing and transportation together.

For decades, the zoning codes in Central Florida have predominantly focused on separation of uses, which is a vehicle-oriented code.

Environmental Quality refers to clean air, the presence of trees, water quality, and much more. Clean air and water are an outcome of better land use and transportation policies. These policies are crucial for reducing vehicle emissions and encourage more trips by walking, biking, and transit³². Additionally, the co-benefits are enhanced. Neighborhoods that are more walkable often increase social interaction among residents and visitors to local businesses.

The Central Florida region has started this work in recent years. The local municipalities – who have land use authority – are the agencies who have conducted the land use and transportation plans currently being implemented. For example, the Virginia Drive/Lake Highland study is a Transportation and Land Use study conducted by the City of Orlando focused on identifying multimodal projects that would support sustainable and responsible land development in two Orlando neighborhoods³³.

Ten years ago, the Central Florida area went through an unprecedented regional visioning effort. The *How Shall We Grow* effort yielded four key themes: Conservation, Countryside, Centers, and Corridors. These approaches to growth were supposed to guide how Central Florida would support job and population growth. The regional vision, though, was never incorporated into local land use policy. The *How Shall We Grow* effort is recognized for its regional collaboration, and an examination of its effect was discussed at the Transportation Think-In.

The zoning code is a significant factor in furthering the connection between housing and transportation. For decades, the zoning codes in Central Florida have predominantly focused on separation of uses, which is mostly an automobile-oriented code. This is changing, though. The City of Orlando has incorporated an urban design focus into their zoning code for nearly a decade and used the code to address the “Missing Middle” gap as well³⁴.

Orange County has embarked on a zoning code overhaul – its first in more than 60 years. The county has made a conscious decision to switch to



a form-based code (away from a separation of use). This switch is expected to improve how the built environment in unincorporated Orange County creates places with transportation options, safe walking environments, multiple destinations, and a high quality of life.

What Others Do

Integrated land use and transportation plans are prevalent across the United States, and transportation agencies are increasingly getting involved in housing issues. MetroPlan Orlando staff identified a few transportation organizations that lack land use authority but are still able to influence local land use and housing decisions in ways that positively support transportation objectives. These agencies are independent from local government control, like MetroPlan Orlando. The Atlanta Regional Commission (ARC), Los Angeles County Metropolitan Transportation Authority (LA Metro), and Miami-Dade TPO are all regionally oriented transportation agencies that are also involved in land use-related policy.

The ARC, as the Atlanta region's MPO, established the Livable Centers Initiative (LCI) in 1999, which aims to increase the number of people living and working around transit stations. This program's origins are in health and sustainability. The LCI is a conscious effort to reduce the greenhouse gas emissions produced by the transportation sector and improve air quality in the Atlanta region.

The ARC has allocated \$500 million in federal funds to the LCI to conduct and implement planning studies. The uniqueness of LCI lies in its integrated land use and transportation planning. A portion of the LCI funds can be used to update zoning regulations and land use codes that enable more walkable, bikeable, and transit-friendly developments³⁵.

In Los Angeles County, an unprecedented transit expansion is underway. Simultaneously, there is a need to add housing and to do so in a way that improves affordability across the county. LA Metro, the countywide transportation agency responsible for all modes of transportation, is heavily engaged

in community development and housing through its Transit-Oriented Communities initiative. This initiative identifies and advances policies that maximize access to transit by considering mixed-use development, housing, walking and biking infrastructure, parking, and density³⁶.

LA Metro plans, builds, and operates all types of infrastructure. This means that the agency also owns property, sometimes in prime locations for residential development. While this is not something MetroPlan Orlando does, it is worth noting two innovative approaches. LA Metro's Joint Development program utilizes agency-owned land, which is almost exclusively near frequent transit stops, to build more residential, retail, and commercial space. This program must comply with the agency's affordable housing policy, which states that 35% of housing units on agency-owned property must be designated for those who make at or below 60% of the area's median income. Additionally, LA Metro has an affordable housing loan fund that provides early stage financing for new housing projects and for the preservation of existing affordable housing³⁷.

Miami-Dade County has big transit plans with its Strategic Miami Area Rapid Transit (SMART) plan at the center of it all. The SMART plan identifies five potential routes for premium transit across the county. The county's Department of Transportation and Public Works as well as the Florida Department of Transportation are leading the transportation technical studies necessary for implementing the SMART plan. The Miami-Dade Transportation Planning Organization (TPO), though, is leading all coordination efforts. Additionally, the TPO is leading several studies to identify community-driven land use policies that support the transit studies and improve the SMART plan's chance for success. The studies are developing various land use scenarios along the SMART corridors to identify what works best for the local context and desired transit mode – heavy rail, light rail, and bus rapid transit³⁸.



RECOMMENDATIONS AND CONCLUSION



Transportation professionals are in the housing business and land use and housing professionals are in the transportation business. Together, our work can create the types of sustainable environments that enable a high quality of life for Central Florida's residents and visitors. There are several steps MetroPlan Orlando can take to ensure health and sustainability are factored into transportation decisions in a way that also addresses housing issues in Central Florida.

1 – Utilize MetroPlan Orlando's upcoming strategic planning process to identify the agency's role and responsibilities to address the region's housing concerns.

MetroPlan Orlando is expected to adopt a new Strategic Plan in Summer 2019. This plan will guide how the agency engages with its partners and inform all of its planning efforts including the next Metropolitan Transportation Plan (MTP) (also known as the Long Range Transportation Plan). The Strategic Plan could examine the following:

- a. The potential of hiring a consultant to provide advisory services related to housing, built environment research, and health.

Currently, MetroPlan Orlando has two general planning consultants under contract. These are firms that specialize in transportation planning and engineering. MetroPlan Orlando can engage firms that specialize in overall built environment planning with an emphasis on zoning and land development regulations changes, public health, etc. Proceeding with a contract of this kind should be done with care, though, to avoid straying from MetroPlan Orlando's mission.

- b. Using federal funds available to MetroPlan Orlando to conduct land use, zoning, and housing studies.

Historically, MetroPlan Orlando has used its federal planning funds to build the regional

MetroPlan Orlando can work with its local government partners to encourage more land use and transportation planning efforts.

travel demand model and to develop all aspects of the MTP and related planning documents. The transportation system MetroPlan Orlando plans for has measures of success that are dependent on people being able to use the system in an easy, affordable way. Conducting land use and housing studies would be a way to address the people and access side of transportation.

- c. Aligning a percentage of the region's surface transportation program (STP) funds with the region's housing goals by incorporating housing-related targets.

MetroPlan Orlando is required to align transportation projects to an established set of targets and performance measures. The agency can allocate a percentage of its STP funds to transportation projects that advance developments that add people in targeted areas for housing and mixed-use developments.

- d. Incentivizing municipalities to develop integrated Transportation and Land Use Plans.

MetroPlan Orlando can work with its local government partners to encourage more land use and transportation planning efforts. These efforts are more likely to identify sustainable transportation projects that enhance livability in neighborhoods across Central Florida.



2 – Encourage housing professionals to apply for one of the multimodal or underserved advocate positions on MetroPlan Orlando’s Community Advisory Committee.

MetroPlan Orlando’s Community Advisory Committee has 31 members. Of these, 13 are appointed by the MetroPlan Orlando Board as multimodal or underserved advocates. A few of these multimodal advocates are health professionals. During the application period, MetroPlan Orlando could encourage housing professionals get involved as well by submitting an application for a spot on the committee. Applications are reviewed by an independent panel, which then submits recommendations to the Community Advisory Committee and MetroPlan Orlando Board.

3 – Conduct a thorough analysis of *How Shall We Grow* themes and actual growth patterns from the past decade.

This recommendation comes directly from Think-In participants. The *How Shall We Grow* visioning effort was completed 10 years ago. MetroPlan Orlando and its partners should evaluate the region’s growth from the last 10 years against the *How Shall We Grow* themes, with additional considerations given to the development expected to occur in the next five years. Working with other regional stakeholders, MetroPlan Orlando can use this evaluation to develop recommendations for the next 10 years that ensure the region follows through on the ideals in *How Shall We Grow*.

4 – Conduct a comprehensive review of underutilized parcels, such as parking lots near SunRail stations, and analyze their potential for development in the next decade.

To date, there is no regional analysis of underutilized parcels near existing or planned high frequency transit stops. MetroPlan Orlando can partner with other entities to identify these parcels and specific actions to encourage their development in a way that leverages both housing and transportation investments.

Conclusion

Housing and transportation are intricately linked, but often these two built environment disciplines are separated in their planning activities. This has contributed to Central Florida’s housing and transportation affordability issues. One of the first steps necessary to address the issue and develop solutions is to first understand what’s going on. This white paper is a primer designed to improve this understanding and provide transportation professionals with the necessary information about housing in Central Florida.



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ENDNOTES (Continued)

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APPENDIX

REGIONAL AFFORDABLE HOUSING FRAMEWORK

A MISSION Establish a regional framework for addressing housing needs and opportunities in Central Florida

B GOALS

- 1 CREATE**
Increase the housing supply to meet the needs of all current and future residents.
- 2 DIVERSIFY**
Encourage diversity of housing types and energy-efficient housing.
- 3 PRESERVE**
Preserve existing affordable housing stock, including financially assisted & rent-restricted units.
- 4 INTEGRATE**
Promote social and economic integration.
- 5 EDUCATE**
Improve financial literacy and education of future home renters and buyers.

C STRATEGIES

- Review and modify development regulations to support a broad range of housing types.
- Promote adaptive reuse of existing nonresidential structures.
- Encourage mixed-income housing through new regulations and creative funding mechanisms.
- Facilitate partnerships with nonprofit and public agencies, and private industry.
- Identify potential sites for affordable housing in Areas of Access and Opportunity.
- Promote state housing legislation that supports affordable housing efforts.
- Explore financing mechanisms and development concepts that support “Missing Middle” and mixed-income development.
- Encourage various types of live-work units as an affordable workspace and housing solution.
- Increase the availability of development sites by establishing or expanding mixed-use zoning districts.
- Promote sustainable building and infrastructure standards and techniques that improve energy and water efficiency.
- Encourage rehabilitation of existing residential buildings.
- Identify properties with expiring affordability covenants and prioritize preservation efforts within Areas of Access and Opportunity.
- Build the capacity of nonprofit housing developers to acquire and preserve at-risk properties.
- Develop incentives for owners of financially assisted and rent-restricted units to extend their affordability contracts.
- Establish regional and local gap financing sources for preservation transactions.
- Promote mixed-income communities by encouraging integration of affordable housing throughout the region.
- Encourage affordable housing near employment centers, transit and essential community services.
- Support mixed-use, walkable neighborhoods connected by transit.
- Expand entrepreneurship opportunities by encouraging greater emphasis on small-scale and “Missing Middle” housing.
- Establish a comprehensive marketing plan to increase awareness of housing affordability resources.
- Establish a campaign to educate the community on factors that affect housing affordability.
- Expand pre-purchase education and training to include one-on-one homeownership counseling.
- Partner with higher education institutions, hospitals, and employers to support investments in workforce education and training.

D TOOLS

REGULATORY TOOLS

ALTERNATIVES

	SHORT TERM	LONG TERM
Modification of Existing Standards to Reduce Barriers	●	
Review Existing Land Inventory for Potential Affordable Housing Sites	●	
Reduce Accessory Dwelling Unit (ADU) Requirements	●	
Access & Opportunity Model		●
Inclusionary Housing Program		●
Reduce/Eliminate Minimum Living Area Requirements	●	
Pilot Projects	●	●
Linkages Fees	●	●

FINANCIAL & DEVELOPMENT INCENTIVES

Expedited Permitting	●	
Density/Intensity Bonus	●	
Flexible Lot Configurations (i.e., setbacks, open space, etc.)	●	
Reduce Parking Requirements	●	
Impact Fee Reduction/Subsidy	●	●
Increase/Eliminate Household Occupancy Limits	●	
Adaptive Reuse (Land Use Flexibility)	●	●

FUNDING SOURCES

	SHORT TERM	LONG TERM
Housing Trust Fund	●	●
Land Banking Through Community Land Trusts		●
Multi-Family Bonds with 4% and/or 9% Tax Credits	●	

PARTNERSHIP OPPORTUNITIES

Public-Private Partnerships	●	●
Public Partnerships	●	●
Public-Nonprofit Partnerships	●	●
Community Land Trust (CLT)		●
Regional Revolving Loan Pool (SHIP Funds)	●	
Partnerships with Higher Education Institutions/Hospitals/Employers		●
Build Advocacy Network/Engage with State Policymakers		●

ADDITIONAL RESOURCES

Shimberg Center's Assisted Housing Inventory	
Incremental Development Alliance	
Mixed-Income Housing Funding Mechanisms (HUD)	