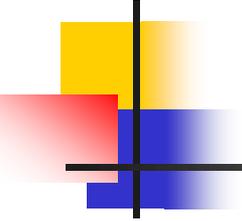


# **Housing Infilling the Footprint of Sustainable Community Strategies**

**Linda M. Wheaton, AICP**  
*Assistant Director, Local Government Affairs  
California Department of  
Housing & Community Development*

**Sustainable Communities Strategies Update Workshop**  
Sacramento, May 9, 2011



# SB 375 Legislative Intent

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Strengthened existing statutory provisions requiring the existing regional housing planning process, to be further coordinated and integrated with regional transportation planning.

*(Government Code Sec. 65584.04(i)(1))*



# Related Regional Housing Needs Allocations (RHNA) objectives for Housing Element Updates

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- Increasing housing supply & mix of housing types, tenure & affordability
- Promoting infill development & socio-economic equity, protection of environmental & agricultural resources, & encouraging efficient development patterns
- Promoting improved intraregional jobs-housing relationship

# Common Objectives of Sustainable Community Strategies (SCS') & State Housing Law

- Accommodate growth
- Adequate housing supply
- Improved jobs-housing & relationships
- Infill development, compact development patterns
- Promoting affordable housing
- Higher densities
- Transit-oriented development
- Reduced constraints re: parking standards, height limits, etc.
- Zoning for adequate development capacity with environmental clearance and for infrastructure access & feasibility
- Streamlined permit processing & regulatory certainty
- Conserving energy
- Housing all income levels, mix of types



*First published in 1994 . . .*



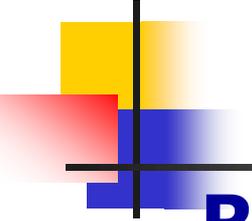
**THE LAND USE - AIR QUALITY  
LINKAGE**

*How Land Use and Transportation Affect Air Quality*

**1997 Edition**

**From the Conclusion:**

*"Such strategies can work in combination with other air quality programs . . . to decrease reliance on single occupancy vehicles, reduce vehicular emissions, and control stationary sources of air pollution, as necessary ingredients in the recipe for cleaner air."*



# RHNA vs. SCS

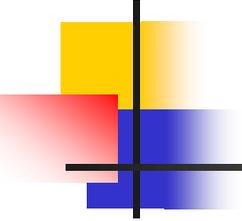
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## RHNA

- Planning process to accommodate projected housing need via general plan housing element
- Key in implementing state housing goals, a “matter of statewide interest”
- Projection period is short-term, e.g. 10 years

## SCS

- Forecasts regionwide development pattern integrated with transportation measures, to achieve GHG target if feasible
- Does not supersede the land use authority of cities and counties  
*GC 65080(b)(2)(K)*
- Must consider state housing goals - *GC 65080(b)(2)(B)*



# RHNA - SCS Relationship

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## RHNA-Plan

- Must be consistent with the development pattern of the SCS. (*GC 65584.04*)
- Allocations must be adjusted for overconcentration of lower income households

## SCS

- Must accommodate the RHNA-Determination (*GC 65080(b)(2)(B)*)
- Must avoid disparate impacts



# Balance Concentrating Development

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- In a manner avoiding displacement pressure on transit-dependent or core riders with car-owning households less likely to regularly use transit
- Many of whom are low income, renter, and non-white households

# Three Stages of the RHNA Process

**I.**

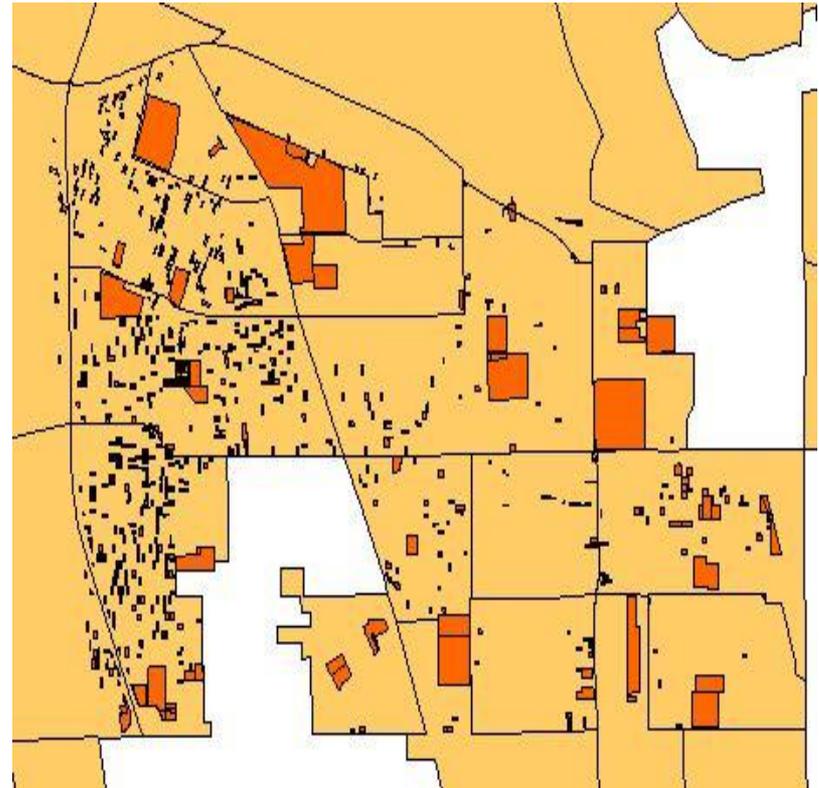
**II.**

**III.**

<b>RHNA Determination</b>	<b>RHNA Plan</b> <i>To be consistent w/SCS development pattern</i>	<b>RHN Allocations</b>
Issued by HCD	Developed/adopted by COG	To be accommodated in each housing element
Regional	Allocates to (not within) all jurisdictions	Allocation of individual jurisdictions
By 4 income categories	By 4 income categories	By 4 income categories
Result of HCD-COG Consultation	Subject to HCD Review and Approval	Local government decides which sites w/in city or county, subject to HCD review

# COG Allocates RHNA - Housing Element Land Inventory must accommodate RHNA

- Current & proposed sites for residential development within planning period, which may include:
  - Infill sites
  - Transit Oriented Development sites
  - Undeveloped sites
  - Redevelopment sites
  - Mixed Use sites
  - Sites to be annexed
  - Preservation units



***May require rezoning – thousands of acres to be rezoned in current housing elements***



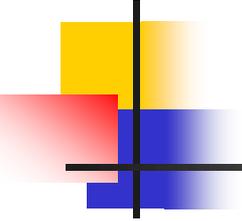
# CEQA to Facilitate Projects Consistent with SCS

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1. For Transit Priority Projects (TPPs)\*:
  - a) Sustainable Communities Environmental Assessment & Limited EIR  
*(Excludes cumulative and growth inducing impact analysis;  
standard of review is "substantial evidence" rather than "fair argument")*
  - Or b) Statutory Exemption  
*(similar to existing infill exemption w/additional criteria)*
  
2. Limits on EIR Analysis for "Mixed Use Residential Projects"  
(MURP's)

TPP criteria:

- >/= 50% residential FAR of .75
- At least 20 DUA
- Located within 1/2 mile of either a major transit stop as defined or
- A high quality transit corridor included in the RTP, service as defined



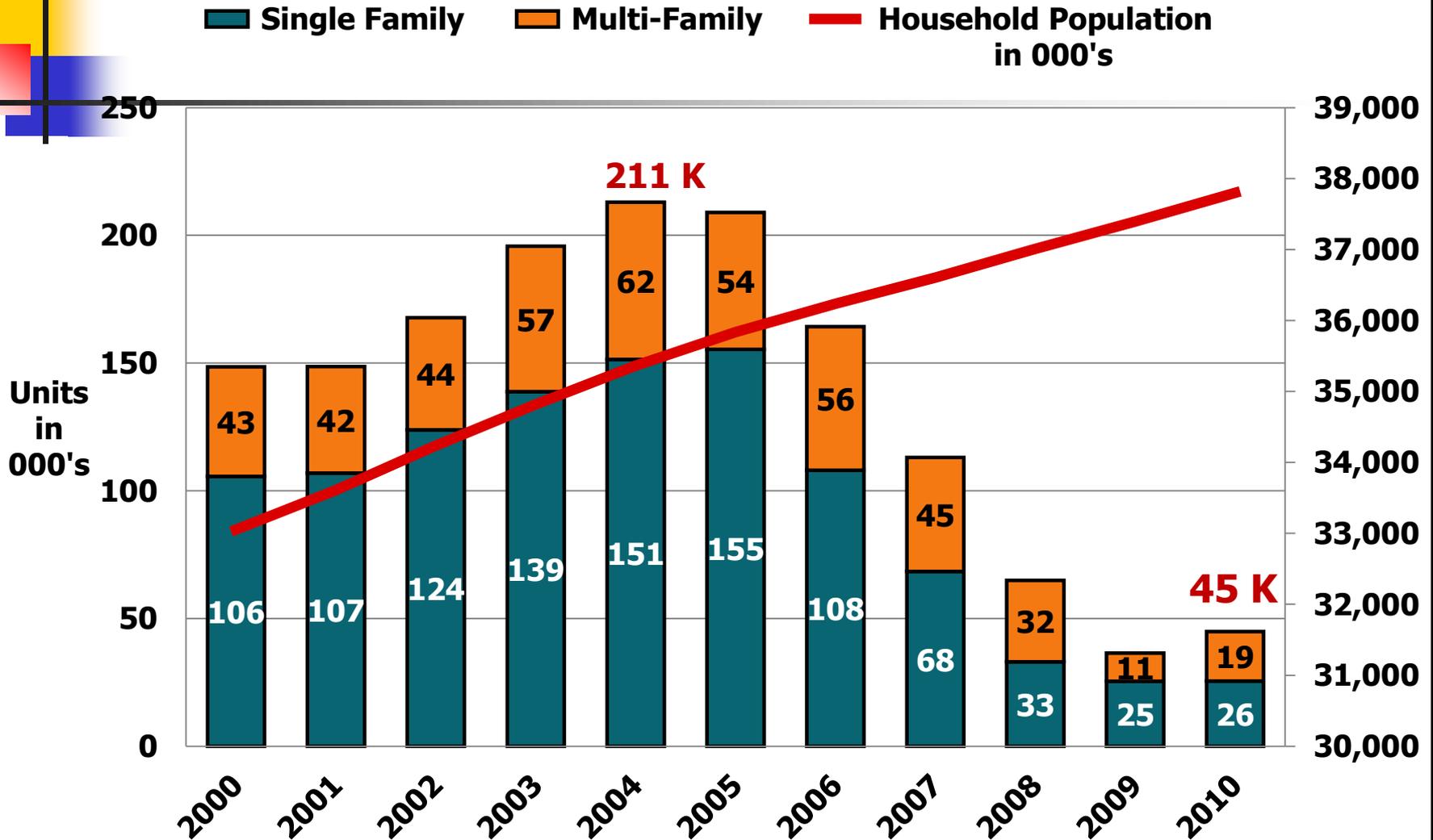
# SCS strategies of RTP (or APS) for meeting GHG targets

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*Strategies must work in concert to minimize driving - constraints on viability or effectiveness of any one of these increase need for the others*

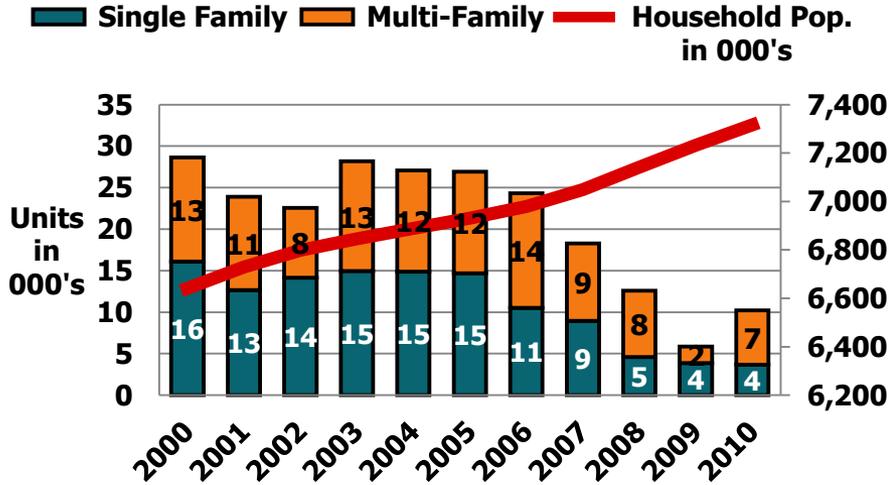
- Land-Use development patterns
- Transportation Network planning
- Transportation Demand Management strategies, e.g. pricing
- Transportation System Management strategies

# California Household Population Growth & New Housing Permits 2000 - 2010

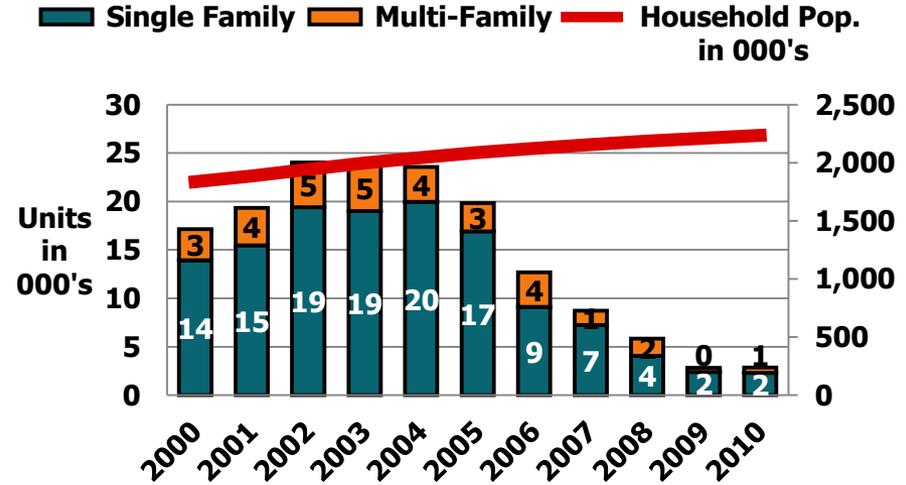


# Household Population & New Housing Permits 2000-2010

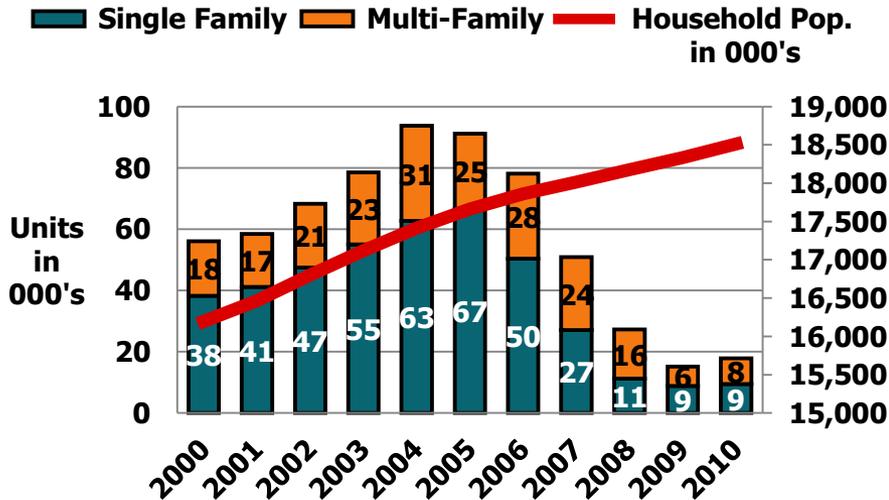
## ABAG Region



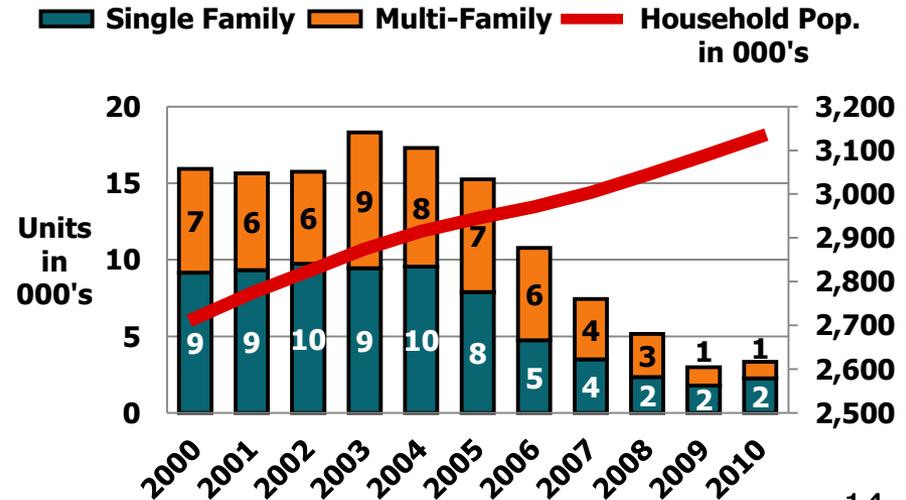
## SACOG Region

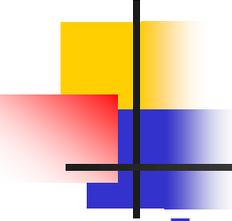


## SCAG Region



## SANDAG Region

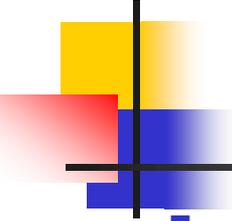




# Implementation Challenges

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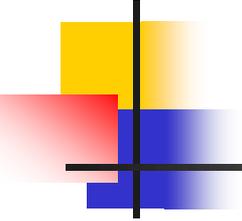
- Reconciliation of competing public policy objectives
- Implementation of higher density in existing neighborhoods
- Limited resources, lack of funding
- Long lead time for both transit-dependent & assisted housing projects
- Increasing air quality regulation constraints
- Regulatory uncertainty at project level, esp. re: CEQA



# Obstacles to TPP Housing Developments Need to be Overcome

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- Often LOS mitigation standards working against infill development
- Excessive parking standards
- Overly restrictive Stormwater Runoff regulations
- No-build buffer policies near major roads, freeways & transit stations in effect favoring greenfield development
- Community resistance, lack of political will for change
- Lengthy, discretionary, uncertain entitlement processes



# Stakeholders Need to Work to Harmonize . . .

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- Long range planning & modeling with a more supportive entitlement process
- Better fit of transit accessibility to jobs by all household income levels
- Key land use planning objectives with regulation of public health objectives
- A slowly recovering economy, restructuring of the country's housing finance regulatory system, and strained public sector

# For more information, including housing element update schedules...

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**Visit our website**

**<http://www.hcd.ca.gov/hpd/SB375.html>**

**Use comment form for questions:**

**<http://www.hcd.ca.gov/comments/>**

