



San Gabriel Valley Council of Governments*

AGENDA AND NOTICE OF THE REGULAR MEETING OF THE PLANNING DIRECTORS TECHNICAL ADVISORY COMMITTEE

Thursday, April 22, 2021 – 12:00 PM

Zoom Link: <https://zoom.us/j/91592962388>

Livestream Available: https://youtu.be/nKfgA_kGoXk

Chair
Craig Hensley
City of Duarte

Vice-Chair
Brad Johnson
City of Claremont

Members
Alhambra
Arcadia
Azusa
Baldwin Park
Claremont
Covina
Diamond Bar
Duarte
El Monte
Glendora
Irwindale
La Verne
Monrovia
Pasadena
Pomona
Rosemead
San Dimas
San Gabriel
Sierra Madre
South El Monte
South Pasadena
Temple City
L.A. County DRP

Thank you for participating in today's meeting. The Planning Directors' Technical Advisory Committee encourages public participation and invites you to share your views on agenda items.

MEETINGS: *Regular Meetings of the Planning Directors' Technical Advisory Committee are held on the fourth Thursday of each month at 12:00 PM at the Monrovia Community Center (119 West Palm Avenue, Monrovia, CA 91016).* The Planning Directors' Technical Advisory Committee agenda packet is available at the San Gabriel Valley Council of Government's (SGVCOG) Office, 1000 South Fremont Avenue, Suite 10210, Alhambra, CA, and on the website, www.sgvkog.org. Copies are available via email upon request (sgv@sgvcog.org). Documents distributed to a majority of the Committee after the posting will be available for review in the SGVCOG office and on the SGVCOG website. Your attendance at this public meeting may result in the recording of your voice.

CITIZEN PARTICIPATION: Your participation is welcomed and invited at all Planning Directors' Technical Advisory Committee meetings. Time is reserved at each regular meeting for those who wish to address the Board. The SGVCOG requests that persons addressing the Committee refrain from making personal, slanderous, profane, or disruptive remarks.

TO ADDRESS THE PLANNING DIRECTORS' TECHNICAL ADVISORY COMMITTEE: At a regular meeting, the public may comment on any matter within the jurisdiction of the Committee during the public comment period and may also comment on any agenda item at the time it is discussed. At a special meeting, the public may only comment on items that are on the agenda. Members of the public wishing to speak are asked to complete a comment card or simply rise to be recognized when the Chair asks for public comments to speak. We ask that members of the public state their name for the record and keep their remarks brief. If several persons wish to address the Committee on a single item, the Chair may impose a time limit on individual remarks at the beginning of discussion. **The Planning Directors' Technical Advisory Committee may not discuss or vote on items not on the agenda.**

AGENDA ITEMS: The Agenda contains the regular order of business of the Planning Directors' Technical Advisory Committee. Items on the Agenda have generally been reviewed and investigated by the staff in advance of the meeting so that the Committee can be fully informed about a matter before making its decision.

CONSENT CALENDAR: Items listed on the Consent Calendar are considered to be routine and will be acted upon by one motion. There will be no separate discussion on these items unless a Committee member or citizen so requests. In this event, the item will be removed from the Consent Calendar and considered after the Consent Calendar. If you would like an item on the Consent Calendar discussed, simply tell Staff or a member of the Planning Directors' Technical Advisory Committee.



In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the SGVCOG office at (626) 457-1800. Notification 48 hours prior to the meeting will enable the SGVCOG to make reasonable arrangement to ensure accessibility to this meeting.



***MEETING MODIFICATIONS DUE TO THE STATE AND LOCAL STATE OF EMERGENCY RESULTING FROM THE THREAT OF COVID-19:** On March 17, 2020, Governor Gavin Newsom issued Executive Order N-29-20 authorizing a local legislative body to hold public meetings via teleconferencing and allows for members of the public to observe and address the meeting telephonically or electronically to promote social distancing due to the state and local State of Emergency resulting from the threat of the Novel Coronavirus (COVID-19).

To follow the new Order issued by the Governor and ensure the safety of Committee Members and staff for the purpose of limiting the risk of COVID-19, in-person public participation at the Planning Directors' Technical Advisory Committee meeting scheduled for April 22, 2021 at 12:00 p.m. will not be allowed. To allow for public participation, the Planning Directors' Technical Advisory Committee will conduct its meeting through Zoom Video Communications. To participate in the meeting, download Zoom on any phone or computer device and copy and paste the following link into your browser to access the live meeting: <https://zoom.us/j/91592962388>. You may also access the meeting via the livestream link on the front of the agenda page.

Submission of Public Comments: For those wishing to make public comments on agenda and non-agenda items you may submit comments via email or by Zoom.

- Email: Please submit via email your public comment to SGVCOG Management Analyst, Alexander Fung, at afung@sgvcog.org at least 1 hour prior to the scheduled meeting time. Please indicate in the Subject Line of the email "FOR PUBLIC COMMENT." Emailed public comments will be read into the record and will be part of the recorded meeting minutes. Public comment may be summarized in the interest of time, however the full text will be provided to all members of the Committee prior to the meeting.
- Zoom: Through Zoom, you may speak by using the web interface "Raise Hand" feature. Wait to be called upon by staff, and then you may provide verbal comments for up to 3 minutes. Public comment is taken at the beginning of the meeting for items not on the agenda. Public comment is also accepted at the beginning of each agenda item.

Any member of the public requiring a reasonable accommodation to participate in this meeting should contact SGVCOG Management Analyst, Alexander Fung, at least 48 hours prior to the meeting at (626) 457-1800 or at afung@sgvcog.org.

PRELIMINARY BUSINESS

3 MINUTES

1. Call to Order
2. Roll Call
3. Public Comment (*If necessary, the Chair may place reasonable time limits on all comments*)
4. Changes to Agenda Order: Identify emergency items arising after agenda posting and requiring action prior to next regular meeting (*It is anticipated that the Committee may take action on the following matters*)

CONSENT CALENDAR

2 MINUTES

(It is anticipated that the Committee may take action on the following matters)

5. Planning Directors' TAC Meeting Minutes – 03/25/2021 (**Page 1**)
Recommended Action: Review and approve.

UPDATE ITEM

10 MINUTES

(It is anticipated that the Committee may take action on the following matters)

6. Legislative Updates: AB 1401 (Friedman) and SB 478 (Wiener) – Alexander Fung, Management Analyst, SGVCOG (**Page 5**)
Recommended Action: For information only.

PRESENTATIONS

40 MINUTES

(It is anticipated that the Committee may take action on the following matters)

7. Southern California Regional Energy Network Multifamily Program – Lorelei Penera, Senior Program Analyst, ICF (**Page 33**)
Recommended Action: For information only.
8. SCAG Housing Element Parcel (HELPR) Tool – Kimberly Clark, Regional Planner, Southern California Association of Governments (**Page 37**)
Recommended Action: For information only.

STAFF ANNOUNCEMENT

5 MINUTES

9. Next Committee Meeting
Recommended Action: For information only.

ANNOUNCEMENTS

ADJOURN



SGVCOG Planning Directors' TAC Regular Meeting Minutes

Date: March 25, 2021
Time: 12:00 PM
Location: Zoom Virtual Meeting

PRELIMINARY BUSINESS

1. Call to Order
C. Hensley called the meeting to order at 12:00pm.

2. Roll Call
A quorum was in attendance.

Committee Members Present

Alhambra	P. Lam, S. Quyle
Arcadia	L. Flores
Baldwin Park	M. Chipres
Claremont	B. Johnson
Covina	B. Lee, M. Lugo
Duarte	C. Hensley
El Monte	J. Mikaelian
Glendora	J. Kugel
Irwindale	M. Simpson
La Verne	E. Scherer
Monrovia	J. Mayer, S. Bermejo
Pasadena	D. Sanchez
Pomona	A. Gutierrez
Rosemead	L. Valenzuela
San Dimas	A. Garcia, F. Wong
San Gabriel	M. Chang, S. Tewasart, A. Alvarado
Sierra Madre	V. Gonzalez
South Pasadena	J. Hankamer
Temple City	S. Reimers
L.A. County DRP	J. Drevno, M. Kim

Absent

Azusa
Diamond Bar
South El Monte

Guests

Alta Planning & Design R. Johnson

SGVCOG Staff

M. Creter, Executive Director
E. Shen, Staff
C. Sims, Staff
K. Ward, Staff
A. Fung, Staff

3. Public Comment
There were no public comments at this meeting.

4. Changes to Agenda Order

There were no changes to the agenda.

CONSENT CALENDAR

5. Review Public Works TAC Meeting Minutes: 02/25/2021
Action: Review and approve.

6. 2020 SGVCOG/Southern California Regional Energy Network (SoCalREN) Public Agency Programs Partnership Accomplishments
Action: Receive and file.

There was a motion to approve consent calendar item 5 and receive-and-file consent calendar item 6. (M/S: L. Valenzuela/S. Tewasart)

[Motion Passed]

AYES:	Alhambra, Arcadia, Baldwin Park, Claremont, Covina, Duarte, El Monte, Glendora, Irwindale, La Verne, Monrovia, Pasadena, Pomona, Rosemead, San Dimas, San Gabriel, Sierra Madre, South Pasadena, Temple City, L.A. County DRP
NOES:	
ABSTAIN:	
NO VOTE RECORDED:	
ABSENT:	Azusa, Diamond Bar, South El Monte

PRESENTATION

7. Arrow Highway Multimodal Regional Corridor Plan
 Alta Planning and Design Associate, Ryan Johnson, provided a presentation on this item. Supported by the SGVCOG and the Southern California Association of Governments (SCAG), the Arrow Highway Multimodal Regional Corridor Plan aimed to develop recommendations for bicycle and pedestrian enhancements along Arrow Highway and surrounding streets to improve east-west mobility, safety, and connectivity within the Cities of Claremont, Glendora, La Verne, Pomona, and San Dimas. Based on community feedback, the Plan recommends that sidewalks, crosswalks, bikeways, lighting, and other new facilities be developed or enhanced to provide safe places for residents and commuters to walk, bike, and roll. The Plan concludes that the long-term transformation of Arrow Highway will encourage active transportation by providing protected bike/roll lanes and improved crossing opportunities throughout the corridor.

UPDATE ITEMS

8. Metro Measure M Multi-Year Subregional Program (MSP) Cycle 1 Project Updates
 SGVCOG Management Analyst, Alexander Fung, provided updates on this item. In June 2018, Metro adopted the Measure M Guidelines, which included a process by which Measure M subregional funds would be programmed. The SGVCOG implemented a comprehensive outreach and project selection process and developed a five-year subregional fund programming plan to administer the MSP funds, awarding more than \$37 million in Measure M funds to 20 eligible active transportation, first/last mile, complete streets, highway efficiency, and bus system improvement projects in the San Gabriel

Valley for FY 2017 to FY 2021. Each awarded project's funding allocation schedule can be changed, or "reprogrammed," at the approvals of both the SGVCOG Governing Board and the Metro Board of Directors. A total of 11 reprogramming requests were submitted from the awarded cities and agencies due to project delays as a result of the COVID-19 Pandemic, staff turnovers, and funding shortfalls. The SGVCOG Governing Board recently approved the reprogramming requests at its March meeting. The requests have now been forwarded to the Metro Board for consideration and final approval at its May meeting.

9. Legislative Updates: SB 9 (Atkins, Caballero, Rubio, and Wiener), SB 15 (Portantino), and SB 765 (Stern)

SGVCOG Director of Government and Community Relations, Paul Hubler, provided updates on this item. Introduced by Senators Atkins (D-San Diego), Caballero (D-Merced), Rubio (D-El Monte), and Wiener (D-San Francisco), SB 9 would allow up to four housing units to replace a single-family home. The SGVCOG Executive Committee voted to authorize the SGVCOG President to send a letter to San Gabriel Valley legislators and authors of SB 9 to oppose the legislation unless it is amended. Additionally, SB 15, introduced by Senator Portantino (D-Pasadena), would allow cities to receive the average of the annual amount of sales tax revenue generated by the big box retail or commercial shopping center site for the previous seven years. On March 18th, the SGVCOG Governing Board adopted a resolution supporting SB 15 and directed staff to work with the Executive Committee, the author, and the co-sponsors to seek clarification and possibly modifications to improve the Bill's efficacy in delivering affordable housing, and provide updates on the bill as necessary. Furthermore, SB 765, introduced by Senator Stern (D-Thousand Oaks), seeks to amend the State's accessory dwelling unit (ADU) reform legislation by deleting the prohibition in the state legislation on local agency setbacks for ADUs of more than four feet from side and rear lot lines. The SGVCOG Governing Board recently adopted a resolution to support this bill.

Key Questions/Discussions:

- S. Reimers inquired whether there is a minimum lot size that can be subdivided under SB 9. Mr. Hubler responded that the minimum lot size is approximately 1,500 square feet.
- S. Bermejo inquired whether ADUs and junior ADUs would be considered as single-family properties even if they have duplexes under SB 9. Mr. Hubler responded that ADUs and junior ADUs can be added to a duplex. Mr. Hensley added that a split lot would be considered as a single-family property under SB 9. In doing so, each split lot within the single-family property would be allowed to have its own ADU and junior ADU. Thereby, an existing single-family property can accommodate up to six units under SB 9.
- B. Lee commented that the State Legislature has amended its ADU provisions to impose upon local jurisdictions that ADUs and junior ADUs are allowed in multi-family zones.

DISCUSSION ITEMS

10. SB 478 (Wiener)

SGVCOG Management Analyst, Alexander Fung, provided a presentation on this item. Introduced by Senator Wiener (D-San Francisco), SB 478 targets communities that use restrictive square footage and lot size mandates to prevent small multiunit buildings on land zoned for multiunits. Specifically, the bill prohibits a local agency from imposing specified standards, including a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least two, but not more than four, units or a minimum lot size that exceeds an unspecified number of square feet on parcels zones for at least five, but not more than ten, units. Additionally, SB 478 would require the California Department of Housing and Community Development (HCD) to identify violations by a local government of the stated provisions.

Key Questions/Discussions:

- S. Reimers inquired whether multifamily lots cannot have a floor-to-area ratio standard that is less than 1.5 under SB 478. Mr. Fung confirmed that multifamily lots cannot have a floor-to-area ratio standard that is less than 1.5.
- B. Johnson commented SB 478 classifies properties with ADUs would be classified as multifamily properties.
- Committee members directed staff to monitor the bill and provide additional updates at the next committee meeting.

11. 2020-2021 SCAG Sustainable Communities Program Smart Cities & Mobility Innovations Application

SGVCOG Management Analyst, Alexander Fung, provided a presentation on this item. The Southern California Association of Governments (SCAG) recently released the call-for-applications on February 8, 2021 for Smart Cities and Mobility Innovations (SCMI) projects under the Sustainable Communities Program. This round of call-for-projects directly supports the implementation of the Smart Cities and Job Centers, Go Zones, and Shared Mobility/Mobility as a Service (MaaS) Connect SoCal Key Connections. The SGVCOG offers to partner with member agencies to submit grant applications and applications are due on Friday, April 23, 2021 at 5:00pm.

STAFF ANNOUNCEMENT

12. Next Committee Meeting

The committee is scheduled to reconvene on Thursday, April 22, 2021 at 12:00pm.

ANNOUNCEMENTS

There were no additional announcements.

ADJOURN

C. Hensley adjourned the Planning Directors' Technical Advisory Committee meeting at 12:59pm.

REPORT

DATE: April 22, 2021

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **LEGISLATIVE UPDATES: AB 1401 (FRIEDMAN) AND SB 478 (WIENER)**

RECOMMENDED ACTION

For information only.

SUMMARY

To support the State's efforts to increase housing development, legislators introduced a plethora of housing legislation to streamline housing development policies across California. Particularly, AB 1401 (Friedman) was introduced to prohibit local jurisdictions from imposing minimum parking requirements on certain developments, especially those located near existing public transit services. SB 478 (Wiener) also targets local ordinances that limit the construction of housing based on lot size.

AB 1401 (FRIEDMAN)

Introduced by Assemblymember Laura Friedman (D-Burbank) on February 19, 2021, AB 1401 would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within ½ mile walking distance of public transit. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for carshare vehicles.

Supporters of AB 1401 expressed the importance of reducing car dependence, lowering carbon emissions, and encouraging additional housing product near transit services, while opponents of the bill expressed concerns regarding the possibility of providing developers and transit agencies, who are unaccountable to local voters, the power to determine parking requirements. Copies of AB 1401's bill language and bill analysis can be found in Attachments A and B, respectively.

The bill was recently passed by the Assembly Local Government Committee and has been referred to the Assembly Committee on Housing and Community Development for review.

SB 478 (WIENER)

Introduced by Senator Wiener (D-San Francisco) on February 17, 2021, SB 478 prohibits a local agency from imposing any of the following on a housing development project of 2 to 10 units:

- A floor-to-area ratio standard that is less than 1.5;
- A minimum lot size that exceeds an undefined amount for parcels zoned for 2 to 4 units;

- or
- A minimum lot size that exceeds an undefined amount for parcels zoned for 5 to 10 units.


The bill specifies that local agencies have the ability to continue imposing building height standards and setbacks that are deemed as appropriate. The bill also includes an accessory dwelling unit (ADU) and a junior ADU in the definition of “unit” and provides that the addition of these or any other additional unit to an existing unit counts as a two-unit project. This would apply to both existing and proposed homes.

Additionally, SB 478 adds violations of its provisions to an existing law that requires the California Department of Housing and Community Development (HCD) to notify a city or county if the Department finds that they have taken an action in violation of certain housing laws and allows HCD to notify the Attorney General.


Supporters of SB 478 expressed that reducing minimum lot sizes can enable better land use and increase housing development, while opponents of the bill expressed that reducing lot sizes does not guarantee an increase in density and may lead to the creation of smaller lots with fewer units.

SB 478 was recently heard and passed by the Senate Governance and Finance Committee and referred to the Senate Housing Committee. Copies of SB 478’s bill language and bill analysis can be found in Attachments C and D, respectively.

SGVCOG Management Analyst, Alexander Fung, will provide updates on this item.

Prepared by: 

Alexander P. Fung
Management Analyst

Approved by: 

Marisa Creter
Executive Director

ATTACHMENTS

- Attachment A – AB 1401 Bill Language
- Attachment B – AB 1401 Bill Analysis
- Attachment C – SB 478 Bill Language
- Attachment D – SB 478 Bill Analysis

AMENDED IN ASSEMBLY APRIL 5, 2021

CALIFORNIA LEGISLATURE—2021–22 REGULAR SESSION

ASSEMBLY BILL

No. 1401

Introduced by Assembly Member Friedman
(Coauthor: Assembly Member Lee)
 (Coauthors: Senators Skinner and Wiener)

February 19, 2021

An act to add Section 65863.3 to the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

AB 1401, as amended, Friedman. Residential and commercial development: parking requirements.

The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a land use element and a conservation element. Existing law also permits variances to be granted from the parking requirements of a zoning ordinance for nonresidential development if the variance will be an incentive to the development and the variance will facilitate access to the development by patrons of public transit facilities.

This bill would prohibit a local government from imposing a minimum *automobile* parking requirement, or enforcing a minimum *automobile* parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, ~~as defined, or located within a low-vehicle miles traveled area, as defined.~~ *The bill would not preclude*

a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles.

By changing the duties of local planning officials, this bill would impose a state-mandated local program.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 65863.3 is added to the Government
2 Code, to read:

3 65863.3. (a) A local government shall not impose a minimum
4 *automobile* parking requirement, or enforce a minimum *automobile*
5 parking requirement, on residential, commercial, or other
6 development if either of the following applies: *the parcel is located*
7 *within one-half mile walking distance of public transit.*

8 ~~(1) The parcel is located within one-half mile walking distance~~
9 ~~of public transit.~~

10 ~~(2) The parcel is located within a low-vehicle miles traveled~~
11 ~~area, as defined by the Office of Planning and Research pursuant~~
12 ~~to Section 21099 of the Public Resources Code.~~

13 *(b) When a project provides parking voluntarily, nothing in this*
14 *section shall preclude a local government from imposing*
15 *requirements on that voluntary parking to require spaces for car*
16 *share vehicles.*

17 ~~(b)~~

18 *(c) For purposes of this section, “public transit” means either*
19 *of the following:*

20 *(1) A high-quality transit corridor as defined in subdivision (b)*
21 *of Section 21155 of the Public Resources Code.*

22 *(2) A major transit stop as defined in Section 21064.3 of the*
23 *Public Resources Code.*

1 (e)

2 (d) The Legislature finds and declares that this section addresses
3 a matter of statewide concern rather than a municipal affair as that
4 term is used in Section 5 of Article XI of the California
5 Constitution. Therefore, this section applies to all cities, including
6 charter cities.

7 SEC. 2. No reimbursement is required by this act pursuant to
8 Section 6 of Article XIII B of the California Constitution because
9 a local agency or school district has the authority to levy service
10 charges, fees, or assessments sufficient to pay for the program or
11 level of service mandated by this act, within the meaning of Section
12 17556 of the Government Code.

O

Date of Hearing: April 14, 2021

ASSEMBLY COMMITTEE ON LOCAL GOVERNMENT

Cecilia Aguiar-Curry, Chair

AB 1401 (Friedman) – As Amended April 5, 2021

SUBJECT: Residential and commercial development: parking requirements.

SUMMARY: Prohibits local governments from enforcing minimum automobile parking requirements for developments located close to public transit. Specifically, **this bill:**

- 1) Prohibits local governments from imposing or enforcing a minimum automobile parking requirement for residential, commercial and other developments if the parcel is located within one-half mile walking distance of either of the following:
 - a) A high-quality transit corridor, as defined; and,
 - b) A major transit stop, as defined.
- 2) Provides that when a development includes parking voluntarily, nothing in the bill prevents the local government from requiring the development to include spaces for car share vehicles as a part of the voluntary parking.
- 3) Declares that this bill addresses a matter of statewide concern rather than a municipal affair and therefore applies to all cities, including charter cities.

EXISTING LAW:

- 1) Allows a city or a county to “make and enforce within its limits, all local, police, sanitary and other ordinances and regulations not in conflict with general laws.” It is from this fundamental power (commonly called the police power) that cities and counties derive their authority to regulate behavior to preserve the health, safety, and welfare of the public, including land use authority.
- 2) SB 375 (Steinberg), Chapter 728, Statutes of 2008, requires the California Air Resources Board (CARB), to set regional targets for greenhouse gas (GHG) reductions and requires each metropolitan planning organization (MPO) to prepare a sustainable communities strategy (SCS) as part of its regional transportation plans (RTP). The SCS demonstrates how the region will meet its GHG targets through land use, housing, and transportation strategies.
- 3) Requires each city or county to adopt a general plan for the physical development of the city or county and authorizes the adoption and administration of zoning laws, ordinances, rules, and regulations by cities and counties.
- 4) Authorizes the California Building Standards Commission (BSC) to approve and adopt building standards. Every three years, BSC, in coordination with relevant state agencies, undertakes building standards rulemaking to revise and update the California Building Standards Code (Title 24 of the California Code of Regulations). These building codes serve as the basis for the design and construction of buildings in California.

- a) Under the California Building Code establishes accessible parking standards and minimum levels of parking spaces accessible to persons with disabilities that must be included in new developments as follows:
 - i) For specified multifamily developments two percent of assigned parking spaces and five percent of unassigned visitor parking spaces;
 - ii) For public buildings, public accommodations, public housing and commercial buildings at least one space per parking facility with graduated increases resulting in no less than two percent of total spaces;
 - iii) For hospitals and outpatient facilities, at least 10 percent of patient and visitor parking spaces; and,
 - iv) For rehabilitation and physical therapy facilities at least 20 percent of patient and visitor parking spaces.
 - b) Under the California Green Building Code establishes residential and non-residential parking standards requiring new buildings to provide electric vehicle (EV) parking spaces as specified:
 - i) New single- and two-family dwelling units with attached garages must include infrastructure for EV charging;
 - ii) Multifamily developments must dedicate at least 10 percent of the total number of parking spaces; and,
 - iii) Nonresidential developments must provide at least one EV parking space for buildings with more than 10 parking spaces, and must incrementally increase the number of EV parking spaces provided in parking lots with up to 200 spaces. For developments with more than 200 spaces developments are required to dedicate at least 6 percent of the total spaces for EV parking spaces.
- 5) Defines “Major transit stop” and “high-quality transit corridor” as follows:
- a) “Major transit stop” means a site containing any of the following:
 - i) An existing rail or bus rapid transit station;
 - ii) A ferry terminal served by either a bus or rail transit service; and,
 - iii) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
 - b) “High-quality transit corridor” means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

FISCAL EFFECT: This bill is keyed fiscal.

COMMENTS:

- 1) **Author’s Statement.** According to the author, “Mandatory parking requirements have led to an oversupply of parking spaces; Los Angeles County alone has 18.6 million parking spaces, or almost two for every resident. Experts believe that this policy encourages car dependence and discourages mass transit usage, increasing vehicle miles traveled. California needs to reduce vehicle miles traveled by 15% in order to meet its SB 32 climate goals, even in a scenario with full vehicle electrification.

“Mandatory parking requirements also worsen California’s severe housing shortage by raising the cost of housing production. On average, a garage costs \$24,000-\$34,000 per space to build, a cost that is passed on to households regardless of whether they own a car. Additionally, on-site parking takes up space that could otherwise be used for additional apartment units.

“AB 1401 does not prohibit property owners from building on-site parking. Rather, it would give them the flexibility to decide on their own how much on-site parking to provide, instead of requiring them to comply with a one-size-fits-all mandate.”

- 2) **Bill Summary.** This bill will prohibit a city or county from imposing minimum parking requirements on all developments located within ½ mile walking distance of a major transit stop or a high-quality transit corridor.

This bill is sponsored by the following groups: San Francisco Bay Area Planning and Urban Research (SPUR), California YIMBY, Abundant Housing LA, and the Council of Infill Builders.

- 3) **Background.** The California Constitution provides cities and counties the authority to regulate behavior to preserve the health, safety, and welfare of the public. This provision, (commonly called the police power) gives cities and counties broad authority to regulate land use and other matters, provided that the local policy is “not in conflict with general laws.”

Cities and counties use their police power to enact zoning ordinances that shape development, such as setting maximum heights and densities for housing units, setbacks to preserve privacy, lot coverage ratios to increase open space, and others. Through this authority, cities and counties also establish minimum numbers of required vehicle parking spaces for nonresidential and residential buildings.

- 4) **SCS and Infill Development.** SB 375 (Steinberg) represents the land use component of the state’s wider strategy to address climate change. The law requires California’s MPOs (which are often also councils of government or COGs) to create a SCS as a part of their federally mandated RTP. The SCS demonstrates how the region will meet its GHG emissions reduction targets through land use, housing, and transportation strategies. SB 375 also aligned the Regional Housing Needs Allocation (RHNA) cycle with the RTP and SCS planning cycle.

- 5) **Parking Requirements and Access to Transit.** In support of the state’s sustainable communities goals embodied in SB 375, CARB staff collaborated with researchers at the University of California at Davis and University of Southern California to examine the existing scientific literature on the effects of key transportation and land use-related policies

as strategies to reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHGs). Two policy areas examined were the impacts varying levels of parking pricing and transit access may have on VMT and GHGs.

CARB examined literature that studied the potential for improved access to transit to reduce VMT and GHGs. The review found that VMT reductions generally begin when people reside 2 ¼ miles from a rail station, but only occur within ¾ of a mile from a bus station. VMT reductions are presumed to increase for developments located closer to rail stations and bus stops, however CARB found that “policies that increase access to transit by reducing distances to transit are generally implemented as part of a larger package of land use and transportation measures, making it difficult to isolate the effect of transit access... External factors such as gas prices and the local and global economy may change the reported effect significantly...”

CARB also conducted a limited review of minimum parking requirements and found that parking requirements often result in an over-supply of parking. In reviewing 10 developments in Southern California CARB noted that while most sites built exactly the minimum parking required by the local agency, the peak parking utilization at these sites ranged from 56 percent to 72 percent at each development, suggesting that the minimum requirements established by the local agency created an oversupply of parking.

- 6) **Local Parking Standards.** Cities and counties generally establish parking standards that capture various types of facilities and uses. Parking standards are commonly indexed to conditions related to the building or facility they are associated with. For example, shopping centers may have parking requirements linked to total floor space, restaurants may be linked to the total number of seats, and hotels may have parking spaces linked to the number of beds or rooms present at the facility.

In 2019, CARB staff reviewed over 200 municipal codes and found that for nonresidential construction, an average of at least one parking space is installed for every 275 square feet of nonresidential building floor space. Accounting for the fact that approximately 60 percent of reviewed municipal codes already allow developers to reduce parking by an average of 30 percent, CARB staff estimated that between 1.4 million and 1.7 million new nonresidential parking spaces may be constructed from 2021-2024.

- 7) **Eliminating Local Parking Requirements.** There is a significant body of academic research regarding the potential impact minimum parking ratios have on car ownership, VMT, use of public transit, and transportation trends generally. However, while significant research exists, the impacts of parking ratios on VMT and car ownership are difficult to quantify due to the potential for residents to self-select and move to developments based on their existing circumstances or preferences. For example, a person that cannot afford, or wishes to forego, car ownership may choose to live in a development that does not include parking and is adjacent to transit. Conversely, an individual with little interest in transit may choose a development with ample parking spaces. This reality has made it difficult to prove whether increased parking standards induce more driving.

In a recent journal article (*What do Residential Lotteries Show us About Transportation Choices?*), researchers from the University of California found that data from affordable housing lotteries in San Francisco provided a unique setting that effectively randomized housing assignments for housing lottery applicants. The research found that lottery applicants applied indiscriminately for available affordable units without respect to attributes such as

the amount of off-street parking available for any particular unit. This created a setting that allowed researchers to analyze whether individuals essentially “assigned” a home with more or less parking influenced their propensity for car ownership and their driving frequency. The study found “that a building’s parking ratio not only influences car ownership, vehicle travel and public transport use, but has a stronger effect than public transport accessibility.

Buildings with at least one parking space per unit (as required by zoning codes in most US cities, and in San Francisco until circa 2010) have more than twice the car ownership rate of buildings that have no parking.” Specifically, the study found, “In buildings with no on-site parking, only 38% of households own a car. In buildings with at least one parking space per unit, more than 81% of households own automobiles.”

- 8) **State and Federal Parking Requirements.** The state does not establish minimum requirements related to the number of vehicle parking spaces that must be provided for new developments; however, state regulations include requirements relative to the type of vehicle parking that must be provided as a percent of the total parking required per development. For example, the California Green Building Code requires 10 percent of parking spaces at residential developments and six percent of parking spaces at nonresidential developments to be EV parking spaces. State and federal law additionally require cities and counties to ensure that a specified percentage of vehicle parking spaces at new developments are accessible to persons with disabilities.
- 9) **EV Targets.** In recent years, California aggressively accelerated its push to transition to EVs. In September of 2020, Governor Newsom signed Executive Order N-79-20. The order established a state policy goal that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. To achieve this target, the order, among other policies, directed the California Energy Commission (CEC), in consultation with CARB and the Public Utilities Commission, to update its statewide assessment of zero-emission vehicle infrastructure required to support the new levels of EV adoption.

In January 2021, the CEC updated the *Electric Vehicle Charging Infrastructure Assessment: Analyzing Charging Needs to Support Zero-Emission Vehicles in 2030* and found that, “Building codes are an important tool in supporting Executive Order N-79-20 and should be updated to ensure broad access to ZEV infrastructure for all Californians.” This builds on findings made by CARB in its 2019 technical advisory to the California Building Standards Commission, which advocated for increasing the minimum EV parking requirement. CARB recommended that, based on estimates of new nonresidential parking spaces (1.4-1.7 million new spaces by 2024), the state adopt “a requirement for 10 percent of total parking spaces to install EV charging infrastructure in all nonresidential buildings.” According to CARB staff such a standard, “is the minimum amount of infrastructure necessary to put California on track to meet 2030 PEV [plug-in electric vehicle] infrastructure goals.”

- 10) **Housing Element & Density Bonus Law.** Under Housing Element Law, HCD works with the Department of Finance to develop each region’s projected population growth. Based on these projections, HCD allocates a RHNA share to each MPO/COG for an 8 year cycle (housing cycle). The MPO or COG in turn develops a methodology for distributing its RHNA share among the jurisdictions in its region. For each housing cycle each jurisdiction is allocated a number of units by income category that it must plan for. Jurisdictions submit an annual progress report (APR) to HCD that includes the number of building permits issued for each income category.

Cumulatively the APRs represent the state's progress toward meeting its housing production targets for each cycle. The most recent APR data represents the progress the state made toward the 5th cycle targets for each income category. While several jurisdictions are meeting their targets in various income categories, the statewide data demonstrates that there is severe underproduction of affordable housing (very low and low-income categories). At the same time production of above moderate income housing is the only income category that exceeded production targets. This is due to a range of factors including market demand, and the lack of subsidies and incentives available for very low and low-income housing production.

5th RHNA Cycle APR Summary

Income Category	RHNA Goal	Units Permitted	Deficit/Surplus
Very low income (<50% AMI)	278,424	31,637	(-)246,787
Low income (51%-80% AMI)	185,525	31,188	(-) 154,337
Moderate income (80%-120% AMI)	204,917	83,356	(-) 121,561
Above moderate income (≥120% of AMI)	487,906	489,812	(+) 1,906

While there are limited sources of state dollars to subsidize affordable developments, the state provides other incentives for affordable developments through the relaxation of local standards. One tool the state provides is Density Bonus Law (DBL). Under DBL, the state requires local agencies to offer development incentives or concessions to developers that commit to include specified levels of affordable housing in their development. DBL allows affordable housing developers to meet a vehicle parking standard that is lower than what the local jurisdiction would otherwise require. This can serve as a substantial incentive to develop affordable housing units as it can measurably decrease the overall cost of the entire development.

This bill would allow nonresidential developments and market rate residential developments in certain areas to access the same financial incentives currently reserved for affordable housing developments. Given the current imbalance in housing production, the Committee may wish to consider whether this bill could increase production of market rate housing at the expense of affordable housing production. The Committee may wish to consider whether this bill strikes the right balance for incentivizing different types of housing production.

- 11) **Policy Considerations.** The Committee may wish to consider the following: state and federal requirements for providing EV parking spaces and accessible parking spaces are indexed to the number of parking spaces the development provides. The Committee may wish to consider if the parking reductions provided in this bill will undercut the existing state goals and requirements for furthering EV infrastructure and accessibility for persons with disabilities.
- 12) **Committee Amendment.** In order to address some of the items raised above, the Committee may wish to consider the following amendment: To ensure that this bill does not impact the state's ability to achieve its EV infrastructure goals, or reduce accessibility for persons with disabilities, the Committee may wish to specify that new multifamily and nonresidential

developments are required to provide the same number of EV parking spaces and the same number of parking spaces that are accessible to persons with disabilities that they otherwise would have had provided had the local parking regulations applied to the development.

13) **Arguments in Support.** The California Apartment Association writes in support, “We appreciate the intent of the bill to reduce car dependence, lower carbon emissions, and encourage more housing production near transit. These one-size-fits-all mandates are often imposed even in areas that are close to transit. As you know, mandatory parking requirements have led to an oversupply of parking spaces. These mandatory parking requirements hinder California’s severe housing shortage by raising the cost of housing production. CAA believes that eliminating these spaces will allow for more construction of apartment units.”

14) **Arguments in Opposition.** The League of California Cities writes in opposition, “AB 1401 would give both developers and transit agencies, who are unaccountable to local voters, the power to determine parking requirements. Transit agencies would be able to dramatically alter local parking standards by shifting transit routes and adjusting service intervals. As the state aspires to reach its climate goals, the move to electric vehicles will be a part of the solution. However, much like gasoline-fueled automobiles, electric vehicles need parking spaces too. If there are not enough spots to park and charge these vehicles, individuals will remain reluctant to own an electric vehicle.

“Additionally, AB 1401 could negatively impact the State’s Density Bonus Law by providing developers parking concessions without also requiring developers to include affordable housing units in the project. The purpose of Density Bonus Law is to provide concessions and waivers to developers in exchange for affordable housing units.”

15) **Double-Referral.** This bill is double-referred to the Housing and Community Development Committee.

REGISTERED SUPPORT / OPPOSITION:

Support

SPUR [SPONSOR]
 California YIMBY [SPONSOR]
 Council of Infill Builders [SPONSOR]
 Abundant Housing LA [SPONSOR]
 350 Bay Area Action
 ActiveSGV, a Project of Community Partners
 Bay Area Council
 Bay Area Rapid Transit (BART)
 California Apartment Association
 California Building Industry Association (CBIA)
 California Interfaith Power & Light
 California Restaurant Association
 Casita Coalition
 Central City Association
 Chan Zuckerberg Initiative
 Circulate San Diego

City of Berkeley's Council District 2
East Bay for Everyone
Fieldstead and Company, INC.
Greenbelt Alliance
Hello Housing
Housing Action Coalition
Lisc San Diego
Local Government Commission
Midpen Housing
Modular Building Institute
Mountain View Yimby
Natural Resources Defense Council (NRDC)
Northern Neighbors
Peninsula for Everyone
People for Housing - Orange County
San Francisco Yimby
Silicon Valley Leadership Group
South Bay Yimby
South Pasadena Residents for Responsible Growth
Streets for All
Streets for People Bay Area
Turner Center for Housing Innovation At the University of California, Berkeley
Terry Taplin, City Council Member, City of Berkeley
The Two Hundred
Tmg Partners
West Third Street Parking and Public Improvement Association
Yimby Action
Zach Hilton, City Council Member, City of Gilroy
7 Individuals

Opposition

California Cities for Local Control
League of California Cities
New Livable California Db a Livable California

Analysis Prepared by: Hank Brady / L. GOV. / (916) 319-3958

AMENDED IN SENATE APRIL 12, 2021

SENATE BILL**No. 478****Introduced by Senator Wiener**

February 17, 2021

An act to amend Section 65585 of, and to add Section 65913.11 to, the Government Code, relating to housing.

LEGISLATIVE COUNSEL'S DIGEST

SB 478, as amended, Wiener. Planning and Zoning Law: housing development projects.

The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. The law also requires the Department of Housing and Community Development to notify the city, county, or city and county, and authorizes the department to notify the Attorney General, that the city, county, or city and county is in violation of state law if the department finds that the housing element or an amendment to that element, or any specified action or failure to act, does not substantially comply with the law as it pertains to housing elements or that any local government has taken an action in violation of certain housing laws.

This bill would prohibit a local agency, as defined, ~~from imposing specified standards, including a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 2, but not more than 4, units or a minimum lot size that exceeds an unspecified number of square feet on parcels zoned for at least 5, but not more than 10, units; from imposing a floor-to-area ratio standard that is less than 1.0 on a housing development project that consists of 3 to 7 units, or less than 1.25 on a housing development project that consists of 8 to~~

10 units. The bill would prohibit a local agency from imposing a lot coverage requirement that would preclude a housing development project from achieving the floor-to-area ratios described above. The bill would prohibit a local agency from denying a housing development project located on an existing legal parcel solely on the basis that the lot area of the proposed lot does not meet the local agency's requirements for minimum lot size. The bill would only apply to housing development projects that meet specified requirements, including, among other things, that the project be located in a multifamily residential zone or a mixed-use zone, as specified. The bill would additionally require the department to identify violations by a local government of these provisions, as described above.

The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

Vote: majority. Appropriation: no. Fiscal committee: yes.
 State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 ~~SECTION 1. The Legislature finds and declares all of the~~
- 2 ~~following:~~
- 3 ~~(a) The State of California is suffering from extremely high~~
- 4 ~~home prices, rents, and levels of homelessness caused in part by~~
- 5 ~~the lack of proper planning at the local level for the appropriate~~
- 6 ~~amount of housing.~~
- 7 ~~(b) It is the intent of the Legislature to ensure proper planning~~
- 8 ~~occurs at the local level by requiring the Department of Housing~~
- 9 ~~and Community Development to review the plans and programs~~
- 10 ~~of any city county where the amount of housing produced falls~~
- 11 ~~below a specified percentage of their regional housing needs~~
- 12 ~~allocation and to recommend amendments to local housing~~
- 13 ~~elements as necessary.~~
- 14 ~~SEC. 2.~~
- 15 ~~SECTION 1. Section 65585 of the Government Code is~~
- 16 ~~amended to read:~~
- 17 ~~65585. (a) In the preparation of its housing element, each city~~
- 18 ~~and county shall consider the guidelines adopted by the department~~
- 19 ~~pursuant to Section 50459 of the Health and Safety Code. Those~~

1 guidelines shall be advisory to each city or county in the
2 preparation of its housing element.

3 (b) (1) At least 90 days prior to adoption of its housing element,
4 or at least 60 days prior to the adoption of an amendment to this
5 element, the planning agency shall submit a draft element or draft
6 amendment to the department.

7 (2) The planning agency staff shall collect and compile the
8 public comments regarding the housing element received by the
9 city, county, or city and county, and provide these comments to
10 each member of the legislative body before it adopts the housing
11 element.

12 (3) The department shall review the draft and report its written
13 findings to the planning agency within 90 days of its receipt of the
14 draft in the case of an adoption or within 60 days of its receipt in
15 the case of a draft amendment.

16 (c) In the preparation of its findings, the department may consult
17 with any public agency, group, or person. The department shall
18 receive and consider any written comments from any public
19 agency, group, or person regarding the draft or adopted element
20 or amendment under review.

21 (d) In its written findings, the department shall determine
22 whether the draft element or draft amendment substantially
23 complies with this article.

24 (e) Prior to the adoption of its draft element or draft amendment,
25 the legislative body shall consider the findings made by the
26 department. If the department's findings are not available within
27 the time limits set by this section, the legislative body may act
28 without them.

29 (f) If the department finds that the draft element or draft
30 amendment does not substantially comply with this article, the
31 legislative body shall take one of the following actions:

32 (1) Change the draft element or draft amendment to substantially
33 comply with this article.

34 (2) Adopt the draft element or draft amendment without changes.
35 The legislative body shall include in its resolution of adoption
36 written findings which explain the reasons the legislative body
37 believes that the draft element or draft amendment substantially
38 complies with this article despite the findings of the department.

1 (g) Promptly following the adoption of its element or
2 amendment, the planning agency shall submit a copy to the
3 department.

4 (h) The department shall, within 90 days, review adopted
5 housing elements or amendments and report its findings to the
6 planning agency.

7 (i) (1) (A) The department shall review any action or failure
8 to act by the city, county, or city and county that it determines is
9 inconsistent with an adopted housing element or Section 65583,
10 including any failure to implement any program actions included
11 in the housing element pursuant to Section 65583. The department
12 shall issue written findings to the city, county, or city and county
13 as to whether the action or failure to act substantially complies
14 with this article, and provide a reasonable time no longer than 30
15 days for the city, county, or city and county to respond to the
16 findings before taking any other action authorized by this section,
17 including the action authorized by subparagraph (B).

18 (B) If the department finds that the action or failure to act by
19 the city, county, or city and county does not substantially comply
20 with this article, and if it has issued findings pursuant to this section
21 that an amendment to the housing element substantially complies
22 with this article, the department may revoke its findings until it
23 determines that the city, county, or city and county has come into
24 compliance with this article.

25 (2) The department may consult with any local government,
26 public agency, group, or person, and shall receive and consider
27 any written comments from any public agency, group, or person,
28 regarding the action or failure to act by the city, county, or city
29 and county described in paragraph (1), in determining whether the
30 housing element substantially complies with this article.

31 (j) The department shall notify the city, county, or city and
32 county and may notify the office of the Attorney General that the
33 city, county, or city and county is in violation of state law if the
34 department finds that the housing element or an amendment to this
35 element, or any action or failure to act described in subdivision
36 (i), does not substantially comply with this article or that any local
37 government has taken an action in violation of the following:

38 (1) Housing Accountability Act (Section 65589.5).

39 (2) Section 65863.

1 (3) Chapter 4.3 (commencing with Section 65915) of Division
2 1 of Title 7.

3 (4) Section 65008.

4 (5) Section 65913.11.

5 (k) Commencing July 1, 2019, prior to the Attorney General
6 bringing any suit for a violation of the provisions identified in
7 subdivision (j) related to housing element compliance and seeking
8 remedies available pursuant to this subdivision, the department
9 shall offer the jurisdiction the opportunity for two meetings in
10 person or via telephone to discuss the violation, and shall provide
11 the jurisdiction written findings regarding the violation. This
12 paragraph does not affect any action filed prior to the effective
13 date of this section. The requirements set forth in this subdivision
14 do not apply to any suits brought for a violation or violations of
15 paragraphs (1), (3), and (4) of subdivision (j).

16 (l) In any action or special proceeding brought by the Attorney
17 General relating to housing element compliance pursuant to a
18 notice or referral under subdivision (j), the Attorney General may
19 request, upon a finding of the court that the housing element does
20 not substantially comply with the requirements of this article
21 pursuant to this section, that the court issue an order or judgment
22 directing the jurisdiction to bring its housing element into
23 substantial compliance with the requirements of this article. The
24 court shall retain jurisdiction to ensure that its order or judgment
25 is carried out. If a court determines that the housing element of
26 the jurisdiction substantially complies with this article, it shall
27 have the same force and effect, for purposes of eligibility for any
28 financial assistance that requires a housing element in substantial
29 compliance and for purposes of any incentives provided under
30 Section 65589.9, as a determination by the department that the
31 housing element substantially complies with this article.

32 (1) If the jurisdiction has not complied with the order or
33 judgment after twelve months, the court shall conduct a status
34 conference. Following the status conference, upon a determination
35 that the jurisdiction failed to comply with the order or judgment
36 compelling substantial compliance with the requirements of this
37 article, the court shall impose fines on the jurisdiction, which shall
38 be deposited into the Building Homes and Jobs Trust Fund. Any
39 fine levied pursuant to this paragraph shall be in a minimum
40 amount of ten thousand dollars (\$10,000) per month, but shall not

1 exceed one hundred thousand dollars (\$100,000) per month, except
2 as provided in paragraphs (2) and (3). In the event that the
3 jurisdiction fails to pay fines imposed by the court in full and on
4 time, the court may require the Controller to intercept any available
5 state and local funds and direct such funds to the Building Homes
6 and Jobs Trust Fund to correct the jurisdiction's failure to pay.
7 The intercept of the funds by the Controller for this purpose shall
8 not violate any provision of the California Constitution.

9 (2) If the jurisdiction has not complied with the order or
10 judgment after three months following the imposition of fees
11 described in paragraph (1), the court shall conduct a status
12 conference. Following the status conference, if the court finds that
13 the fees imposed pursuant to paragraph (1) are insufficient to bring
14 the jurisdiction into compliance with the order or judgment, the
15 court may multiply the fine determined pursuant to paragraph (1)
16 by a factor of three. In the event that the jurisdiction fails to pay
17 fines imposed by the court in full and on time, the court may
18 require the Controller to intercept any available state and local
19 funds and direct such funds to the Building Homes and Jobs Trust
20 Fund to correct the jurisdiction's failure to pay. The intercept of
21 the funds by the Controller for this purpose shall not violate any
22 provision of the California Constitution.

23 (3) If the jurisdiction has not complied with the order or
24 judgment six months following the imposition of fees described
25 in paragraph (1), the court shall conduct a status conference. Upon
26 a determination that the jurisdiction failed to comply with the order
27 or judgment, the court may impose the following:

28 (A) If the court finds that the fees imposed pursuant to
29 paragraphs (1) and (2) are insufficient to bring the jurisdiction into
30 compliance with the order or judgment, the court may multiply
31 the fine determined pursuant to paragraph (1) by a factor of six.
32 In the event that the jurisdiction fails to pay fines imposed by the
33 court in full and on time, the court may require the Controller to
34 intercept any available state and local funds and direct such funds
35 to the Building Homes and Jobs Trust Fund to correct the
36 jurisdiction's failure to pay. The intercept of the funds by the
37 Controller for this purpose shall not violate any provision of the
38 California Constitution.

39 (B) The court may order remedies available pursuant to Section
40 564 of the Code of Civil Procedure, under which the agent of the

1 court may take all governmental actions necessary to bring the
 2 jurisdiction’s housing element into substantial compliance pursuant
 3 to this article in order to remedy identified deficiencies. The court
 4 shall determine whether the housing element of the jurisdiction
 5 substantially complies with this article and, once the court makes
 6 that determination, it shall have the same force and effect, for all
 7 purposes, as the department’s determination that the housing
 8 element substantially complies with this article. An agent appointed
 9 pursuant to this paragraph shall have expertise in planning in
 10 California.

11 (4) This subdivision does not limit a court’s discretion to apply
 12 any and all remedies in an action or special proceeding for a
 13 violation of any law identified in subdivision (j).

14 (m) In determining the application of the remedies available
 15 under subdivision (l), the court shall consider whether there are
 16 any mitigating circumstances delaying the jurisdiction from coming
 17 into compliance with state housing law. The court may consider
 18 whether a city, county, or city and county is making a good faith
 19 effort to come into substantial compliance or is facing substantial
 20 undue hardships.

21 (n) The office of the Attorney General may seek all remedies
 22 available under law including those set forth in this section.

23 ~~SEC. 3.~~

24 ~~SEC. 2.~~ Section 65913.11 is added to the Government Code,
 25 to read:

26 65913.11. (a) With respect to a housing development project
 27 ~~consisting of at least two, but not more than 10, units, that meets~~
 28 ~~the requirements of subdivision (b),~~ a local agency shall not do
 29 any of the following:

30 ~~(1) (A) Impose a floor-to-area ratio standard that is less than~~
 31 ~~1.5.~~

32 ~~(B) This paragraph shall not be construed to affect a local~~
 33 ~~agency’s ability to impose building height standards it deems~~
 34 ~~appropriate or to affect a local agency’s ability to impose setbacks.~~

35 ~~(2) Impose a minimum lot size standard that exceeds _____~~
 36 ~~square feet on parcels zoned for at least two, but not more than~~
 37 ~~four, units.~~

38 ~~(3) Impose a minimum lot size standard that exceeds _____~~
 39 ~~square feet on parcels zoned for at least five, but not more than~~
 40 ~~10, units.~~

1 (1) For a housing development project consisting of three to
2 seven units, impose a floor-to-area ratio standard that is less than
3 1.0.

4 (2) For a housing development project consisting of 8 to 10
5 units, impose a floor-to-area ratio standard that is less than 1.25.

6 (3) Deny a housing development project located on an existing
7 legal parcel solely on the basis that the lot area of the proposed
8 lot does not meet the local agency's requirements for minimum
9 lot size.

10 (b) To be eligible for the provisions in subdivision (a), a housing
11 development project shall meet all of the following conditions:

12 (1) The project consists of at least 3, but not more than 10, units.

13 (2) The project is located in a multifamily residential zone or
14 a mixed-use zone, as designated by the local agency, and is not
15 located in either of the following:

16 (A) Within a single-family zone.

17 (B) Within a historic district or property included on the State
18 Historic Resources Inventory, as defined in Section 5020.1 of the
19 Public Resources Code, or within a site that is designated or listed
20 as a city or county landmark or historic property or district
21 pursuant to a city or county ordinance.

22 (3) The project is located on a legal parcel or parcels located
23 in a city if, and only if, the city boundaries include some portion
24 of either an urbanized area or urban cluster, as designated by the
25 United States Census Bureau, or, for unincorporated areas, a legal
26 parcel or parcels wholly within the boundaries of an urbanized
27 area or urban cluster, as designated by the United States Census
28 Bureau.

29 (c) (1) This section shall not be construed to prohibit a local
30 agency from imposing any zoning or design standards, including,
31 but not limited to, building height and setbacks, on a housing
32 development project that meets the requirements of subdivision
33 (b), other than zoning or design standards that establish
34 floor-to-area ratios or lot size requirements that expressly conflict
35 with the standards in subdivision (a).

36 (2) Notwithstanding paragraph (1), a local agency may not
37 impose a lot coverage requirement that would preclude a housing
38 development project that meets the requirements established in
39 subdivision (b) from achieving the floor-to-area ratio allowed in
40 subdivision (a).

1 ~~(b)~~

2 (d) As used in this section:

3 (1) “Housing development project” means a housing
4 development project as defined in paragraph (2) of subdivision (h)
5 of Section 65589.5.

6 (2) “Local agency” means a county, city, or city and county,
7 including a charter city, or city and county.

8 (3) “Unit” means a unit of housing, ~~including~~ *but shall not*
9 *include* an accessory dwelling unit or a junior accessory dwelling
10 unit.

11 ~~(e) For the purposes of this section, the addition of an accessory~~
12 ~~dwelling unit, a junior accessory dwelling unit, or any other~~
13 ~~additional unit to an existing unit shall be considered at least a~~
14 ~~two-unit project. The protections of this section shall apply to both~~
15 ~~the existing and proposed homes.~~

16 *SEC. 3. The Legislature finds and declares that missing middle*
17 *housing is naturally affordable, and therefore, the development of*
18 *missing middle housing is a matter of statewide concern and is*
19 *not a municipal affair as that term is used in Section 5 of Article*
20 *XI of the California Constitution. Therefore, Section 1 of this act*
21 *amending Section 65585 of, and Section 2 of this act adding Section*
22 *65913.11 to, the Government Code apply to all cities, including*
23 *charter cities.*

O

SENATE COMMITTEE ON GOVERNANCE AND FINANCE

Senator Mike McGuire, Chair
2021 - 2022 Regular

Bill No: SB 478
Author: Wiener
Version: 2/17/21
Consultant: Favorini-Csorba

Hearing Date: 4/8/21
Tax Levy: No
Fiscal: Yes

PLANNING AND ZONING LAW: HOUSING DEVELOPMENT PROJECTS

Prohibits local agencies from imposing floor-to-area ratio limits of less than 1.5 and minimum lot size requirements that exceed unspecified amounts.

Background

Planning and approving new housing is mainly a local responsibility. The California Constitution allows cities and counties to “make and enforce within its limits, all local, police, sanitary and other ordinances and regulations not in conflict with general laws.” It is from this fundamental power (commonly called the police power) that cities and counties derive their authority to regulate behavior to preserve the health, safety, and welfare of the public—including land use authority.

Planning and Zoning Law. State law provides additional powers and duties for cities and counties regarding land use. The Planning and Zoning Law requires every county and city to adopt a general plan that sets out planned uses for all of the area covered by the plan. A general plan must include specified mandatory “elements,” including a housing element that establishes the locations and densities of housing, among other requirements. The Department of Housing and Community Development (HCD) reviews local housing elements to ensure that they zone for each jurisdiction’s fair share of projected regional housing needs.

Cities’ and counties’ major land use decisions—including most zoning ordinances and other aspects of development permitting—must be consistent with their general plans. The Planning and Zoning Law also establishes a planning agency in each city and county, which may be a separate planning commission, administrative body, or the legislative body of the city or county itself. Cities and counties must provide a path to appeal a decision to the planning commission and/or the city council or county board of supervisors.

Zoning ordinances. Local governments use their police power to enact zoning ordinances that shape development, such as setting maximum heights and densities for housing units, minimum numbers of required parking spaces, setbacks to preserve privacy, lot coverage ratios to increase open space, and others. These ordinances can also include conditions on development to address aesthetics, community impacts, or other particular site-specific considerations.

Floor-to-area ratio. Local agencies use various standards to control the “bulk” of new structures. Requirements for building height, setbacks, lot coverage, and minimum or maximum lot sizes work together to establish the size of buildings that are allowed on each lot. Some local agencies apply floor-to-area ratio (FAR) standards in addition to, or instead of, these

requirements. FAR requirements limit the floor area (in square feet) of the building in relation to the overall size of the lot. For example, if a local agency imposes a FAR standard of 1.5 on a 5,000 square foot lot, a developer can build $1.5 \times 5,000 = 7,500$ square feet of floor space on that lot. Since this number exceeds the total area of the lot, the building would have to contain multiple stories to achieve the maximum allowable amount of floor area. As such, FAR sets the volume in three dimensions that a building may take up, but allows flexibility for developers to choose the form that suits their project. For example, as long as a building meets other zoning standards for height, setbacks, and lot coverage, a developer can choose to build taller, skinnier buildings or lower, wider ones. FAR standards are more common in commercial areas and higher density residential zones, where other zoning controls such as height may be less of a constraint on building. When applied in lower density residential areas, such as single-family zones, FAR limits are often imposed to prevent “mansionization,” or excessively large units.

Lot size. Cities and counties typically specify the minimum size that a parcel, or “lot”, can be within a certain zone. Lot size minimums play different roles in different communities. They are a key design feature that shapes a community: large lot sizes promote a more open feel that can be appropriate for more rural settings, while smaller lot sizes encourage denser, often more affordable, development patterns that are appropriate for cities.

Accessory dwelling units. In recent years, the Legislature has taken large strides to facilitate the development of accessory dwelling units (ADUs), also known as granny flats or second units. Chief among these steps was to require local agencies to ministerially permit the creation of certain types of ADUs within the space of a single-family home or in a new or converted structure in the rear of the property, regardless of what local zoning provides. Under this provision of law, a property owner may construct both a junior ADU within the single-family home and a new construction ADU on the same property. ADU law places numerous limitations on the ability of local governments to impose requirements on ADUs, such as requirements for minimum ADU sizes, impact fees, and owner-occupancy.

California’s housing challenges. California faces a severe housing shortage. In its most recent statewide housing assessment, HCD estimated that California needs to build an additional 100,000 units per year over recent averages of 80,000 units per year to meet the projected need for housing in the state. Prior to the onset of the COVID-19 pandemic, California was building approximately 100,000 to 115,000 units a year in recent years. When compared to the annual average from 2015-2019, homebuilding in 2020 was lower in most months than the same months in previous years. Multifamily housing construction in particular dropped off steeply. However, there are some indications of a rebound: multifamily building permits pulled in December 2020 and January 2021 exceeded the number of permits pulled in the same months a year prior.

This shortage has driven up housing prices and resulted in overcrowding within existing homes. According to a January 2020 report by the Public Policy Institute of California, “the share of Californians with excessive housing costs is quite high: 38 percent of mortgaged homeowners and 55 percent of renters spend more than 30 percent of their total household income on housing, compared with 28 percent and 50 percent nationwide. California’s rate of overcrowding—the share of housing units with more than one resident per room—was 8.3 percent in 2018, well above the national rate of 3.4 percent. Overcrowding is especially high for rental units: at 13.4 percent, it is more than twice the national rate and the highest in the nation.”

The COVID-19 pandemic has only exacerbated California’s housing challenges. According to the California Association of Realtors’ January 2021 home sales and price report, the median

home price in California jumped by almost 22 percent from January 2020 to January 2021, in part due to reluctance of sellers to list homes during the pandemic. At the same time, as many Californians became unemployed due to the pandemic, more individuals at risk of homelessness have fallen into homelessness. The Legislative Analyst's Office (LAO) notes in a January 2021 online post, "Even before the pandemic, the high cost of housing in California placed renter households in a precarious position, particularly the 1.5 million low-income households who pay at least half of their income in rent. A pandemic-induced job loss adds further financial stress to these households. Due to the composition of the industries and occupations most affected by public health restrictions and declining economic activity, renter households have faced higher rates of job loss during the pandemic because job losses have been concentrated among lower-wage workers who are much more likely to rent than higher-wage workers."

A variety of causes have contributed to the state's lack of housing production. Recent reports by the LAO and others point to local approval processes as a major factor. They argue that local governments control most of the decisions about where, when, and how to build new housing, and those governments are quick to respond to vocal community members who may not want new neighbors. The building industry also points to California Environmental Quality Act (CEQA) review, and housing advocates note a lack of a dedicated source of funds for affordable housing.

The author wants to increase the amount of allowable building floor space for multifamily projects.

Proposed Law

Senate Bill 478 prohibits a local agency from imposing any of the following on a housing development project of 2 to 10 units:

- A floor-to-area ratio standard that is less than 1.5;
- A minimum lot size that exceeds an undefined amount for parcels zoned for 2 to 4 units;
or
- A minimum lot size that exceeds an undefined amount for parcels zoned for 5 to 10 units.

The bill specifies that local agencies can continue to impose building height standards that it deems appropriate, as well as setbacks.

SB 478 includes an ADU and a junior ADU in the definition of "unit," and provides that the addition of these or any other additional unit to an existing unit counts as a two-unit project. The bill also says that it applies to both existing and proposed homes.

SB 478 adds violations of its provisions to an existing section of law that requires HCD to notify a city or county if the department finds that they have taken an action in violation of certain housing laws and allows HCD to notify the Attorney General.

SB 478 defines its terms and includes findings and declarations to support its purposes.

State Revenue Impact

No estimate.

Comments

1. Purpose of the bill. According to the author, “SB 478, the Housing Opportunity Act, ensures that local zoned density and state housing laws are not undermined by hyper-restrictive lot requirements that make it practically impossible to build multifamily buildings in areas zoned to allow them. Specifically, SB 478 sets minimum standards on floor area ratios (FAR) and minimum lot sizes, for land already zoned for missing middle housing, from duplexes to ten unit buildings. Excessively low FAR and large minimum lot sizes are tools that numerous cities use to undermine their own zoned density — in other words, a city can zone for multi-unit housing (or state law authorizes multi-unit housing), but extreme FAR or lot size requirements make it effectively impossible, both financially and design-wise, to build this multi-family housing. In fact, with abusive FAR and lot size requirements, multi-unit buildings are so infeasible that the end result is the development of a large single family home instead. As a result, cities are able to use this loophole to prohibit multi-unit housing otherwise authorized by local or state zoning law, and only build single family homes. SB 478 will be an effective tool to combat our housing shortage by removing abusive requirements that invalidate multi-family zoning that allows ADUs, duplexes, and small multi-unit buildings, and will provide cities the opportunity to better meet their housing goals legally required of them by the RHNA process.”

2. Little boxes all the same. California’s communities have unique look and feel because local officials carefully craft their zoning ordinances to create a pleasing urban form based on their local conditions. Regulating the size of buildings that are allowed is key to that effort: across jurisdictions, it differentiates between urban, suburban, and rural communities, and within jurisdictions, it encourages smooth transitions between more and less intensive land uses, so that single-family homes don’t abut skyscrapers. SB 478 disregards the unique features of California’s communities by imposing the same FAR standards statewide. It uniformly imposes minimums for floor area ratio for projects as small as two units, such as a single family home with a junior ADU located inside or a 10 unit multi-family project that qualifies for a density bonus. The result is that SB 478 allows structures of the same mass to be built in widely different communities, and paves over differences within communities. The Committee may wish to consider the following amendments to ensure that SB 478 takes into account California’s variation:

- Exclude single family neighborhoods;
- Differentiate between urban and rural areas;
- Raise the number of units that a project must include to qualify for the bill;
- Apply different FAR standards to projects with higher and lower numbers of units; and
- Exempt historic districts.

3. Sure, but will it work? Supporters of SB 478 argue that some jurisdictions impose FAR standards that effectively cap the number of units that can be built. However, many constraints other than FAR limit the amount of housing that can be built on a parcel; chief among them is density, which is often expressed in terms of numbers of units per lot area. For example, the City of Los Angeles requires 800 square feet of lot area—not *floor area*—per dwelling unit in its “R3” multifamily residential zone. Since SB 478 doesn’t modify the density that applies to a parcel, it may not increase the number of units that can be built on a parcel. In other words, SB 478 allows a larger building to be built on a parcel, but because the number of units allowed on that parcel remains the same, it just makes the units bigger. In practice, this may help some projects reach financial viability that wouldn’t otherwise because units that are too small may not

be saleable, and it may reduce overcrowding to the extent that larger units allow more people to live comfortably. However, there are more direct ways to increase the number of people that can live in multifamily housing that may be more effective, such as enhancing density bonuses granted in exchange for including affordable units in a project.

4. Lot sizes. Land is a scarce resource, and the cost of land is a significant driver of California's high housing prices. Supporters of SB 478 argue that reducing minimum lot sizes would make better use of the limited land we have and enable additional housing development. SB 478 prohibits local agencies from imposing minimum parcel sizes of greater than unspecified amounts on parcels that are zoned for 2 to 4 units or 5 to 10 units. However, because it doesn't increase density, as measured in lot area per dwelling unit or units per acre, SB 478 in many cases will simply create smaller lots with fewer units on them. In addition, many local governments have good reasons for large minimum lot sizes, such as to preserve agricultural operations. For example, Yolo County allows up to two housing units by right on agricultural parcels, but imposes a minimum lot size of 20 acres so that farming can still occur on the parcel. Since the lot size maximums in SB 478 remain undefined, it is unclear whether a 20 acre parcel for this purpose would continue to be allowed. The Committee may wish to consider amending SB 478 to remove the lot size provisions.

4. Let's be clear. SB 478 specifically provides that local governments can impose height and setback requirements, but is silent on other zoning requirements. As a result, it's unclear whether local agencies can impose other standards. Allowing them to do so might undermine the goal of SB 478 to increase buildable area since local agencies could impose lot coverage ratios in conjunction with height to effectively impose an FAR without actually doing so. On the other hand, if it doesn't allow local agencies to impose other standards, SB 478 would be a sweeping override of nearly all zoning standards imposed by local agencies. The Committee may wish to consider amending SB 478 to clarify whether local agencies may (1) continue to impose other standards not specifically listed, (2) only impose them to the extent that they do not prohibit construction with a FAR as provided in the bill, or (3) develop a more comprehensive list of zoning standards and specify whether they can or cannot be imposed.

5. Clean-up. SB 478 includes language declaring the intent of the Legislature to ensure proper planning occurs at the local level by requiring the Department of Housing and Community Development to review certain local plans and programs. SB 478 does not pertain to this process and the author indicates this intent language is included in error. The Committee may wish to consider deleting this provision.

6. Double-referred. The Senate Rules Committee has ordered a double referral of SB 478: first to the Senate Governance and Finance Committee to hear issues of local zoning, and second to the Senate Housing Committee.

7. Related legislation. SB 10 (Wiener) allows local agencies to zone certain parcels for up to 10 units per parcel, regardless of local initiatives and without having to comply with the California Environmental Quality Act. To the extent that local governments use SB 10's authority, additional areas within their jurisdiction would become subject to the FAR and maximum lot size provisions in SB 478. SB 10 is currently pending in the Senate Governance and Finance Committee.

Support and Opposition (4/5/21)

Support: Abundant Housing LA; Bay Area Council; California Apartment Association; California Building Industry Association; California Yimby; Chan Zuckerberg Initiative; Circulate San Diego; East Bay for Everyone; Fieldstead and Company, Inc.; Greenbelt Alliance; Greenlining Institute; Habitat for Humanity California; Housing Action Coalition; Lisc San Diego; North Bay Leadership Council; San Francisco Bay Area Planning and Research Association; Terner Center for Housing Innovation At the University of California, Berkeley

Opposition: Dawn Murdock- City of Palos Verdes Estates Councilmember; Alameda Citizens Task Force; California Cities for Local Control; California Labor Federation, Afl-cio; California State Association of Counties; Century Glen Hoa; Citizens Preserving Venice; City of Torrance; Franklin Corridor Coalition; Hollywoodland Homeowners Association, United Neighborhoods; Homeowners of Encino; Latino Alliance for Community Engagement; Miracle Mile Residential Association; Mission Street Neighbors; New Livable California DbA Livable California; Northwest Glendale Homeowners Association; Riviera Homeowners Association; Sherman Oaks Homeowners Association; State Building and Construction Trades Council of CA; Urban Counties of California; Verdugo Woodlands West Homeowners Association

-- END --

DATE: April 22, 2021

TO: Planning Directors' Technical Advisory Committee

FROM: Marisa Creter, Executive Director

RE: **SOUTHERN CALIFORNIA REGIONAL ENERGY NETWORK
MULTIFAMILY PROGRAM**

RECOMMENDED ACTION

For information only.

BACKGROUND

Earlier this year, the SGVCOG launched a partnership with ICF to promote the Southern California Regional Energy Network (SoCalREN) Residential Program. This program offers multifamily communities throughout the San Gabriel Valley an opportunity to reduce energy use and provide a more comfortable and safer living environment for tenants through property improvements and upgrades. The partnership provides two participation paths for multifamily properties:

1. Whole Building: Large-scale projects with improvements to common areas and tenant units.
2. Comprehensive Common Area: Quick projects with set measures in common areas only.

Whole Building Program

To participate in the Whole Building Program, the following eligibility criteria must be met:

- Property must receive service from Southern California Edison (SCE) and/or SoCalGas;
- Building selected for improvements must contain a minimum of five connected tenant dwelling units;
- Project must include at least three energy efficiency measures and achieve a minimum of 10% improvement in energy efficiency; and
- Capital must be available to cover the non-incentive portion of the project cost (can be obtained through financing options).

A list of eligible energy efficiency measures under the Whole Building Program can be found in Attachment A.

Comprehensive Common Area Program

To participate in the Comprehensive Common Area Program, the following eligibility criteria must be met:

- Property must receive electric service from SCE;
- Building selected for improvements must contain a minimum of five connected tenant dwelling units;

REPORT

- Project must include at least two eligible energy efficiency measures, at least one electric savings measure, and achieve 4% to 10% improvement in energy efficiency;
- Capital must be available to cover the non-incentive portion of the project cost.

A list of eligible energy efficiency measures under the Comprehensive Common Area Program can be found in Attachment B.


Participation in either of these programs can help eligible multifamily properties to receive professional engineering and technical support to implement energy efficiency projects, obtain financing incentives, reduce ongoing energy and water costs, increase tenant retention, and contribute to local environmental goals. Tenants can also benefit from improved indoor air quality and reduced utility bills.

To receive these incentives, property owners must work with a participating trade ally. In order for a contractor to enroll as a trade ally in the SoCalREN Multifamily Program, the contractor must complete the following:

- Sign the SoCalREN Contractor Participation Agreement;
- Possess a valid CSLB License;
- Possess general liability and workers' compensation insurance; and
- Register on the Trade Ally Portal and use the Portal to submit all contractor, property, and project information and documentation.

These contractors will also receive free program training and workforce development support from the SoCalREN Account Managers. Additional information on the SoCalREN Multifamily Program can be found on <https://www.sgvkog.org/socalren-multifamily>. ICF Senior Program Analyst, Lorelei Pender, will provide a detailed presentation at this meeting.

Prepared by:



Alexander P. Fung
Management Analyst

Approved by:



Marisa Creter
Executive Director

ATTACHMENTS

Attachment A – Whole Building Program Eligible Energy Efficiency Measures

Attachment B – Comprehensive Common Area Program Eligible Energy Efficiency Measures

**SoCalREN Multifamily Program
Whole Building Eligible Measures**

Duct Sealing/Insulation	Interior and Exterior Lighting
Variable Speed Circulation Pump for DHW High-Efficiency Boilers	High Efficiency Showheads and Bathroom/Kitchen Faucets
Package Terminal Heat Pump (HP)	On-Demand Recirculation Pump
Room AC or HP	High-Efficiency Natural Gas Storage Water Heater
Central Natural Gas Furnace	Package Terminal AC
Central AC and HP	Insulation
HVAC Duct Replacement/Retrofit	

Other measures may be considered, please consult with the SoCalREN Multifamily Program staff at multifamily@socalren.org.

**SoCalREN Multifamily Program
Comprehensive Common Area Eligible Measures**

Category	Eligible Measures
Lighting	Common area lighting
Central DHW	Insulated exposed domestic hot water piping
Central DHW	Domestic hot water recirculation controls
Pool and Spa	Programmable pool and spa pump controls
Pool and Spa	High efficiency pool and spa heater
Pool and Spa	Timer on pool and spa heater
Pool and Spa	Pool covers
Laundry	ENERGY STAR® Clothes Washer

REPORT

DATE: April 22, 2021
TO: Planning Directors' Technical Advisory Committee
FROM: Marisa Creter, Executive Director
RE: **SCAG HOUSING ELEMENT PARCEL (HELPR) TOOL**

RECOMMENDED ACTION

For information only.

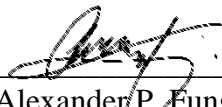
BACKGROUND


As the largest metropolitan planning organization in the United States, the Southern California Association of Governments (SCAG) recognizes that effective planning requires close collaboration, strong communication, and fluid data sharing across the region. As a result, SCAG recently launched the Regional Data Platform (RDP) to provide a modern system for holistic planning across the SCAG jurisdiction, which can foster a more sustainable and equitable future for Southern California.

As part of the overall RDP Project, SCAG launched a web-mapping tool, known as the Housing Element Parcel (HELPR) tool, to assist local jurisdictions and stakeholders understand local land use and site opportunities for aligning housing planning with the State's sixth cycle housing element updates, which are due in October 2021. The HELPR tool is principally based on updated and curated versions of parcel-level land use data and other datasets available through SCAG's open data portal. The tool also allows users to download tabular and spatial data for external use.

Additional tools will continue to be introduced throughout this year until the expected launch of the RDP in 2022. The HELPR tool can be accessed through the SCAG website at <https://maps.scag.ca.gov/helpr/>.

SCAG Regional Planner, Kimberly Clark, will provide a presentation on this item.

Prepared by: 
Alexander P. Fung
Management Analyst

Approved by: 
Marisa Creter
Executive Director