



[Planning Horizons](#)

Density and Development Supporting Transit and Livable Communities

Linda Wheaton, Department of Housing & Community Development (HCD)

Allison Albericci - Skidmore, Owings & Merrill, LLP

Elizabeth (Libby) Seifel, Seifel Consulting, Inc.

Eve Stewart - Satellite Affordable Housing Associates (SAHA)

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Webcast: ctmedia.dot.ca.gov

Session Overview

1. Introductions
2. Understanding Density
3. Affordable Housing, Density and Transit
4. Real Estate Economics and Development Strategies
5. Transit & Livable Community Benefits
6. Discussion, Q & A



Understanding Density

When people hear the word **DENSITY**
they often think about...



ge Arena



Escalator Down to
HERITAGE HALLS



Small Arena
Crossroads

LOCAL VENDORS

BUY PENNSYLVANIA
PRODUCTS
OR PENNSYLVANIA

Local Products
support Communities
help Our Economy

OVERCROWDING



TRAFFIC

A black and white photograph of two young boys in a city street. Both boys are wearing makeshift white fabric masks over their mouths and noses. The boy on the left is holding his mask with his hand. The boy on the right has a mask that covers his entire face except for his eyes. The background is a blurred city street with lights and other people, suggesting a busy, polluted environment.

POLLUTION

A black and white photograph of a classroom. Students are seated at desks, some looking at books or papers. The room has a clock on the wall and a whiteboard. The text "IMPACTED SERVICES" is overlaid in large, bold, orange letters in the center of the image.

IMPACTED SERVICES

When people hear the word **DENSITY**
they usually don't think...

A vibrant, sunlit park scene, likely Central Park in New York City. A wide, paved stone path leads through a lush green landscape. On the left, a large, open grassy area is visible, with people sitting on benches and walking. The path is lined with tall, mature trees that create a canopy of shade. People are seen walking, sitting at small green tables with chairs, and enjoying the outdoors. In the background, modern city buildings are visible, suggesting an urban park setting. The overall atmosphere is bright and lively.

GREAT PARKS



WALKABLE NEIGHBORHOODS

EFFECTIVE TRANSIT



A woman in a white polo shirt and blue shorts is riding a bicycle towards the camera on a wooden bridge. Behind her, a man in a light blue shirt and khaki pants is riding away. The bridge has a dark metal railing. To the left, a canal with several boats is visible. In the background, modern multi-story buildings with large windows and balconies line the street. The scene is bright and sunny.

SUSTAINABLE HEALTHY LIVING



INCLUSIVE COMMUNITIES

Station Center Family Housing by David Baker Architects. Photo: Bruce Damonte.

What are the most pressing **DENSITY**
CHALLENGES in your community?

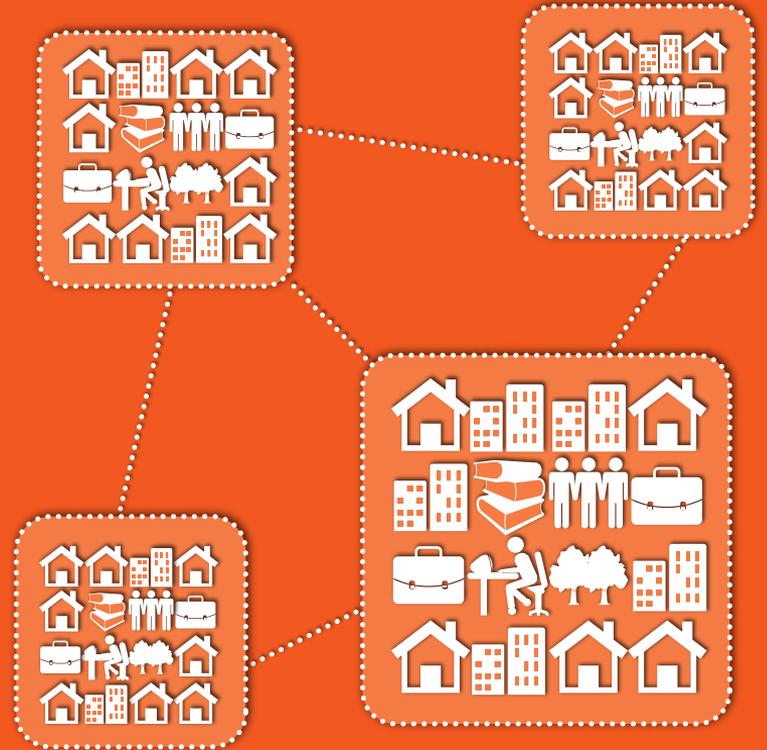
The Evolution of **PUBLIC** Perception

DISPERSION VS. CONCENTRATION



Sprawling, Uniformly Distributed + Homogeneous

VS



Compact, Connected + Diverse

CONSUMPTION VS. CONSERVATION



vs



PRIVATE ASSET VS. PUBLIC GOOD



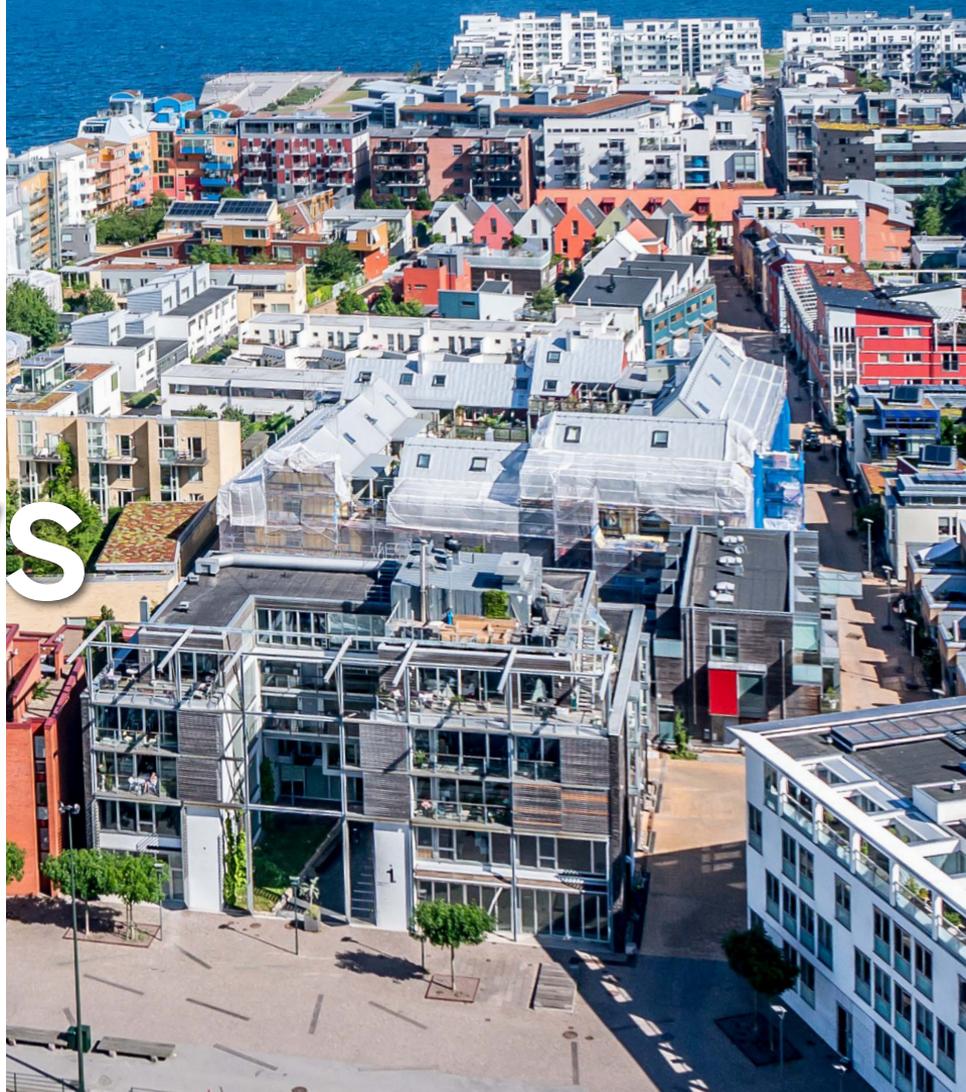
VS



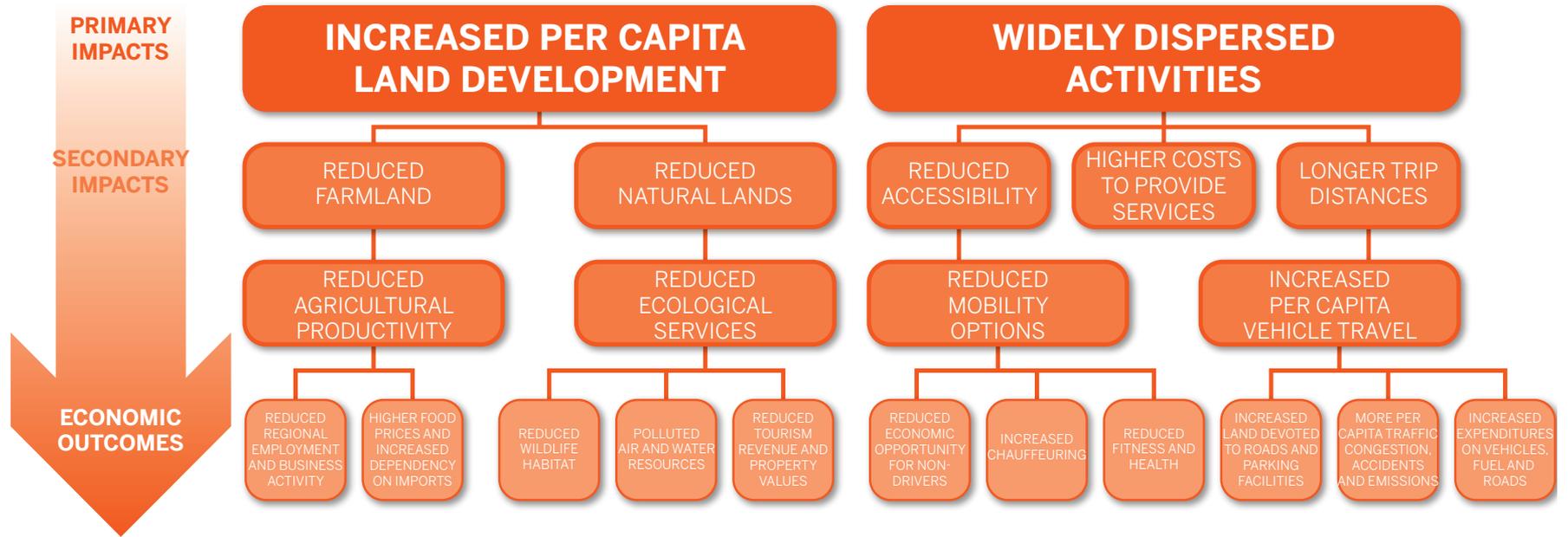
STANDARDIZATION VS. DIVERSIFICATION



VS



REALIZING THE COSTS OF SPRAWL



SPRAWL COSTS THE UNITED STATES MORE THAN **\$1 TRILLION** ANNUALLY.

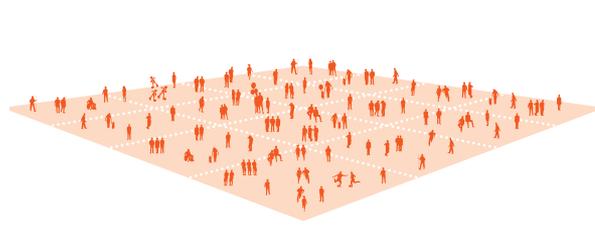
Source: Litman, Todd (2015), "Analysis of Public Policies That Unintentionally Encourage and Subsidize Urban Sprawl," Victoria Transport Policy Institute

How we **MEASURE** matters...

METHODS OF QUANTIFICATION

METRICS

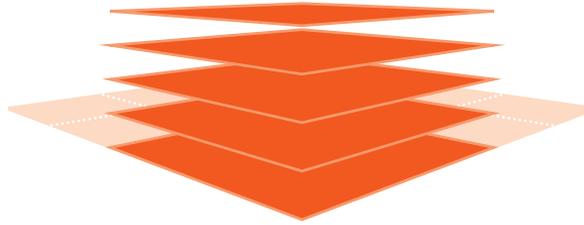
POPULATION DENSITY



PEOPLE / SQUARE MILE

The number of people per unit of area, usually measured per square kilometer or square mile. This metric is often used to express the density of a city, region, or state.

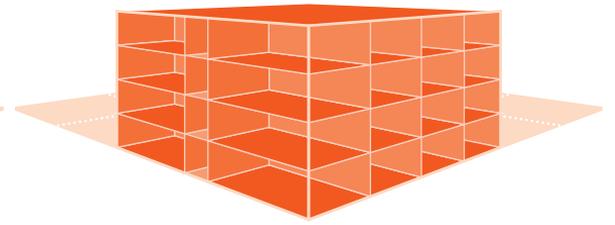
FLOOR AREA RATIO



FAR

The ratio between total floor area and land area. To calculate FAR, the gross floor area is divided by the total parcel area. This metric is often used in measuring non-residential and mixed-use density.

DWELLING UNIT DENSITY

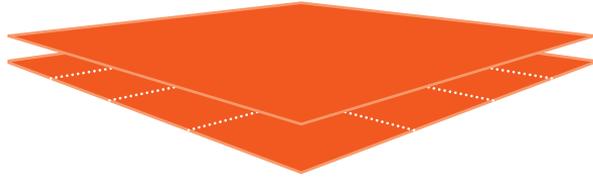


DU / AC

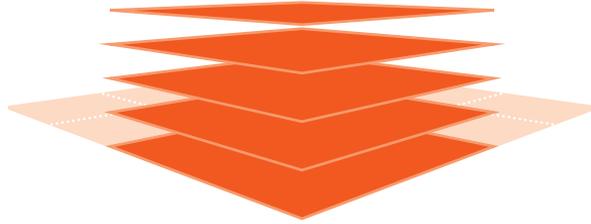
The number of dwelling units per unit of area, usually measured per acre or hectare. This metric is typically used to express the density of a residential development or neighborhood.

METHODS OF QUANTIFICATION
UNDERSTANDING THE LIMITS OF USEFULNESS

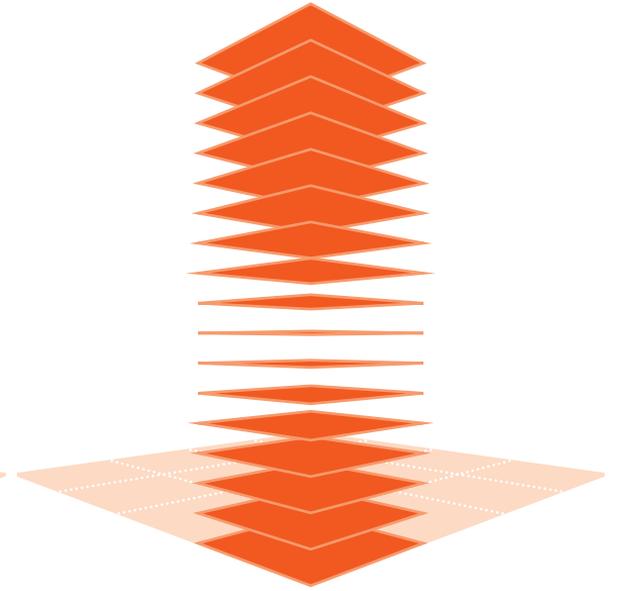
Equivalent FAR can result in a very different Urban Form.



FAR = 1



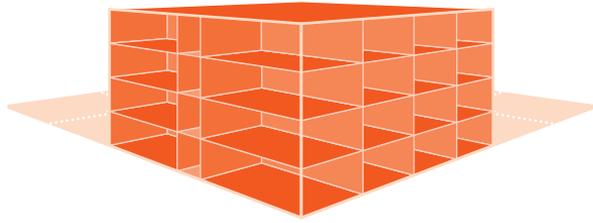
FAR = 1



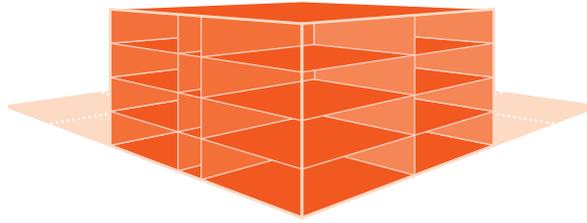
FAR = 1

METHODS OF QUANTIFICATION
UNDERSTANDING THE LIMITS OF USEFULNESS

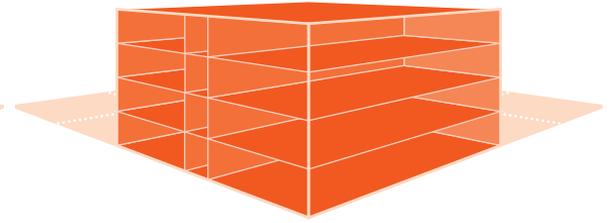
Equivalent Urban Form can result in a wide range of dwelling units!



32 UNITS



16 UNITS



8 UNITS

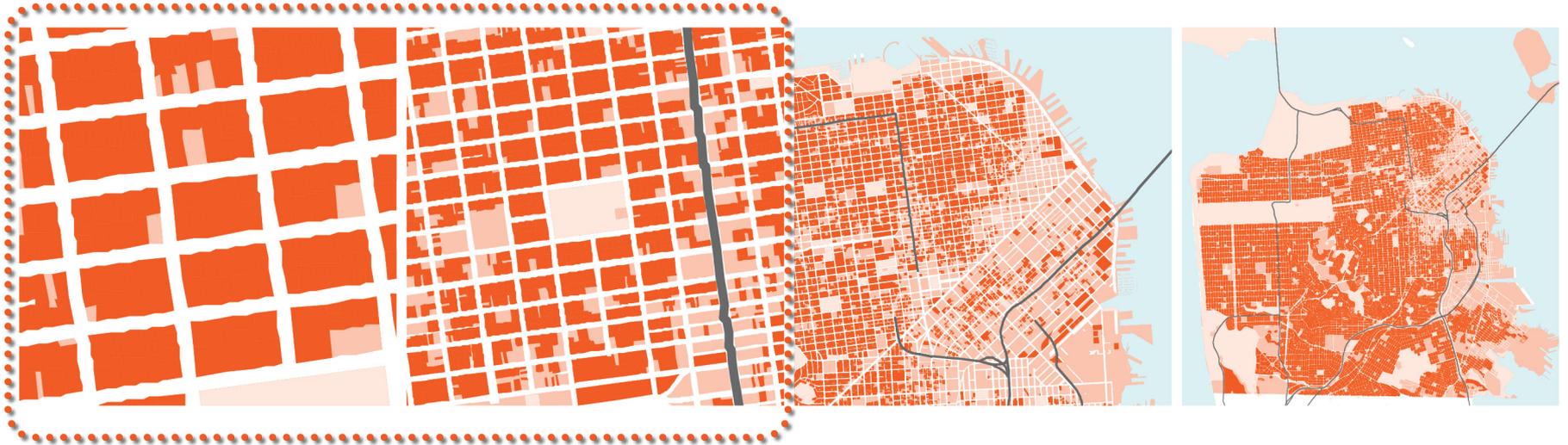
METHODS OF QUANTIFICATION SCALES

BLOCK / PARCEL

NEIGHBORHOOD

DISTRICT

CITY / REGION

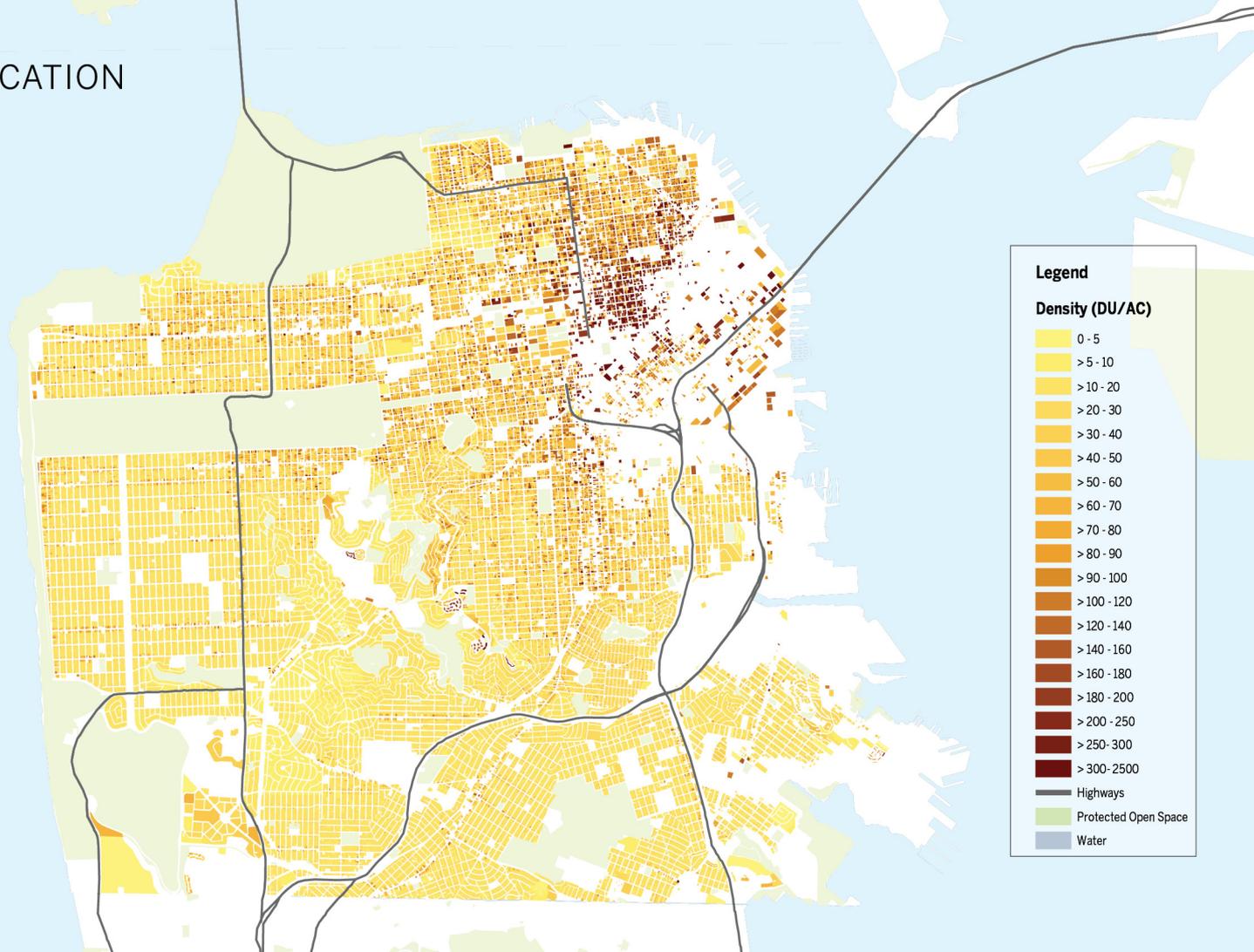


“NET”

“GROSS”

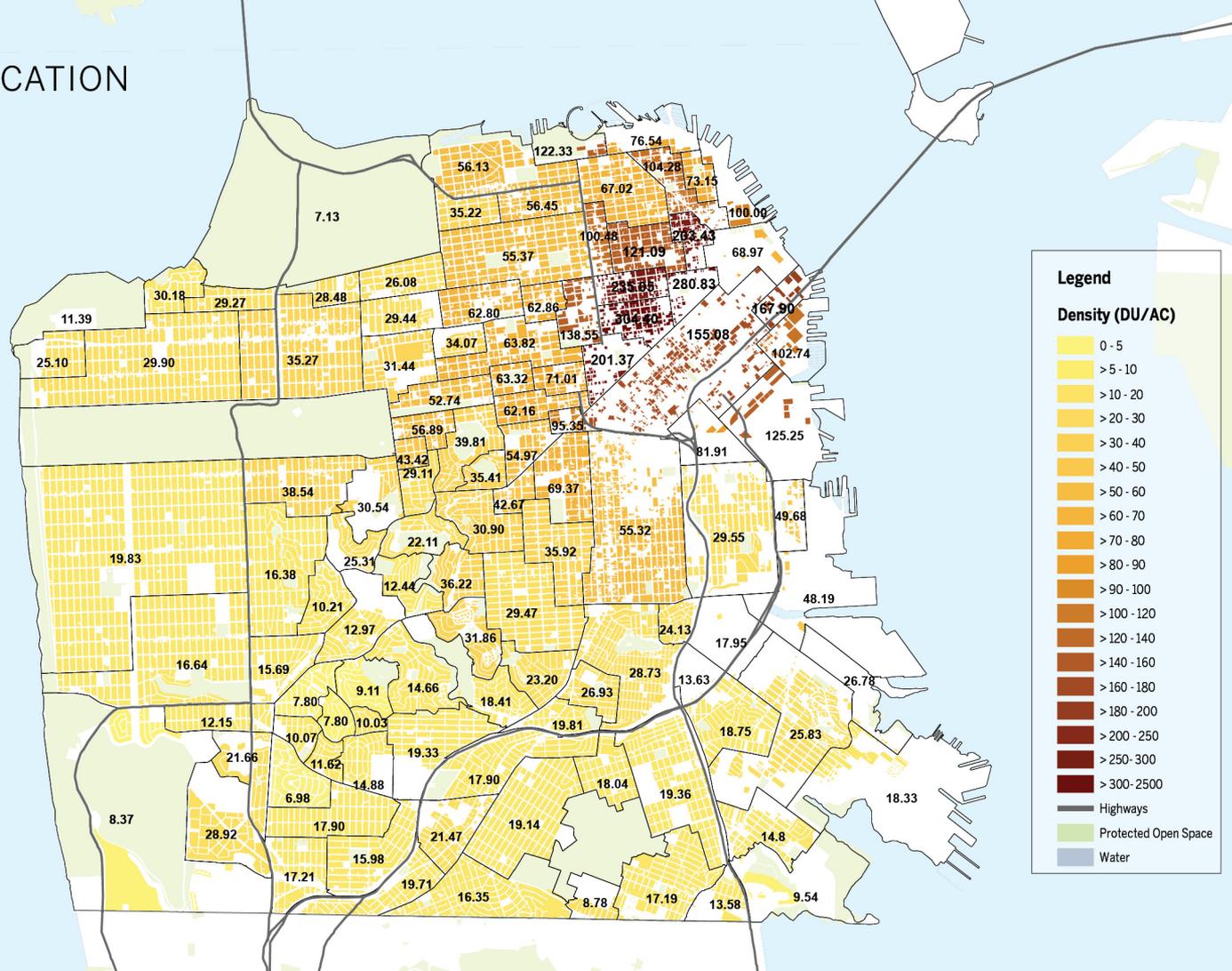
SCALES OF QUANTIFICATION

INDIVIDUAL PARCELS

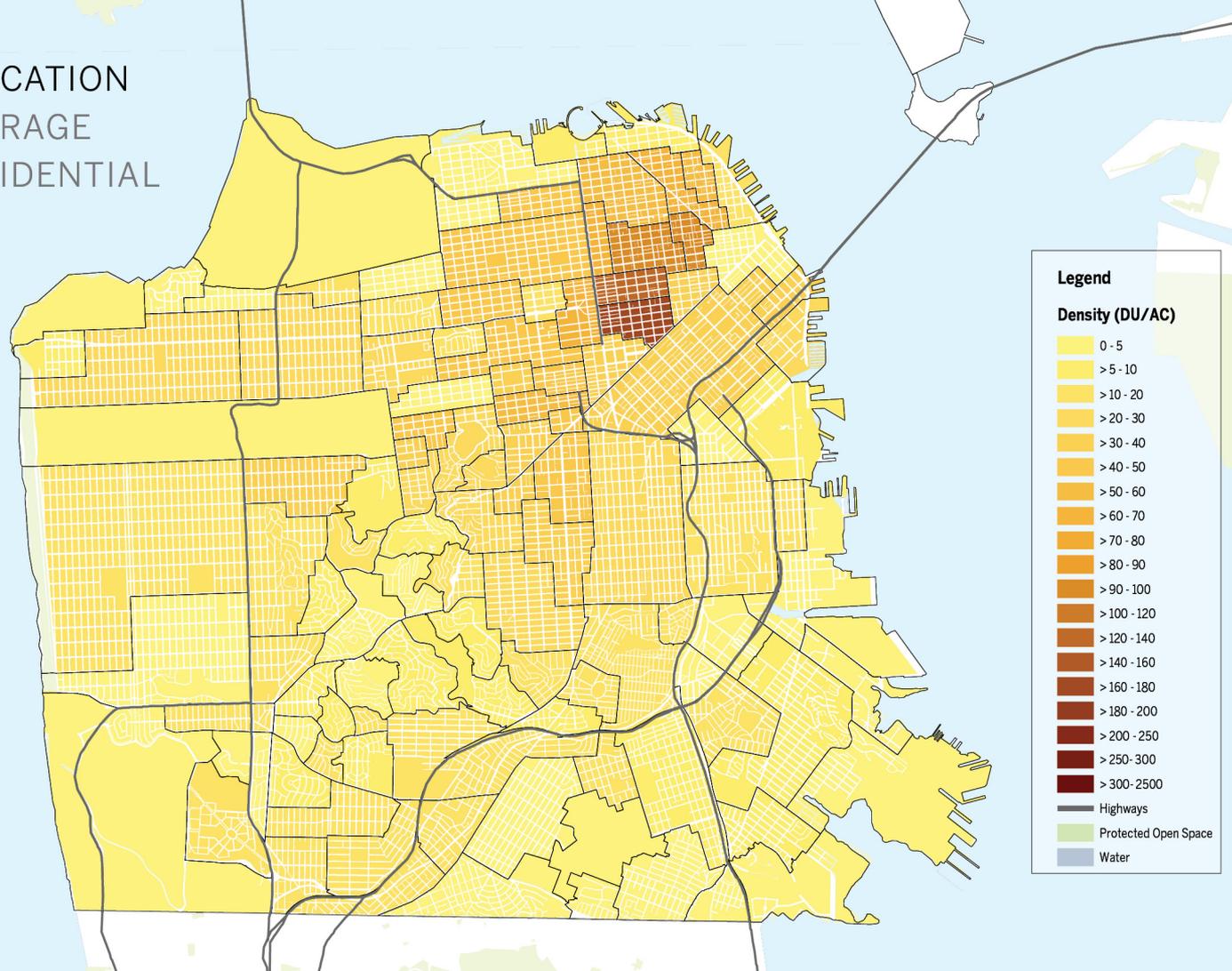


SCALES OF QUANTIFICATION

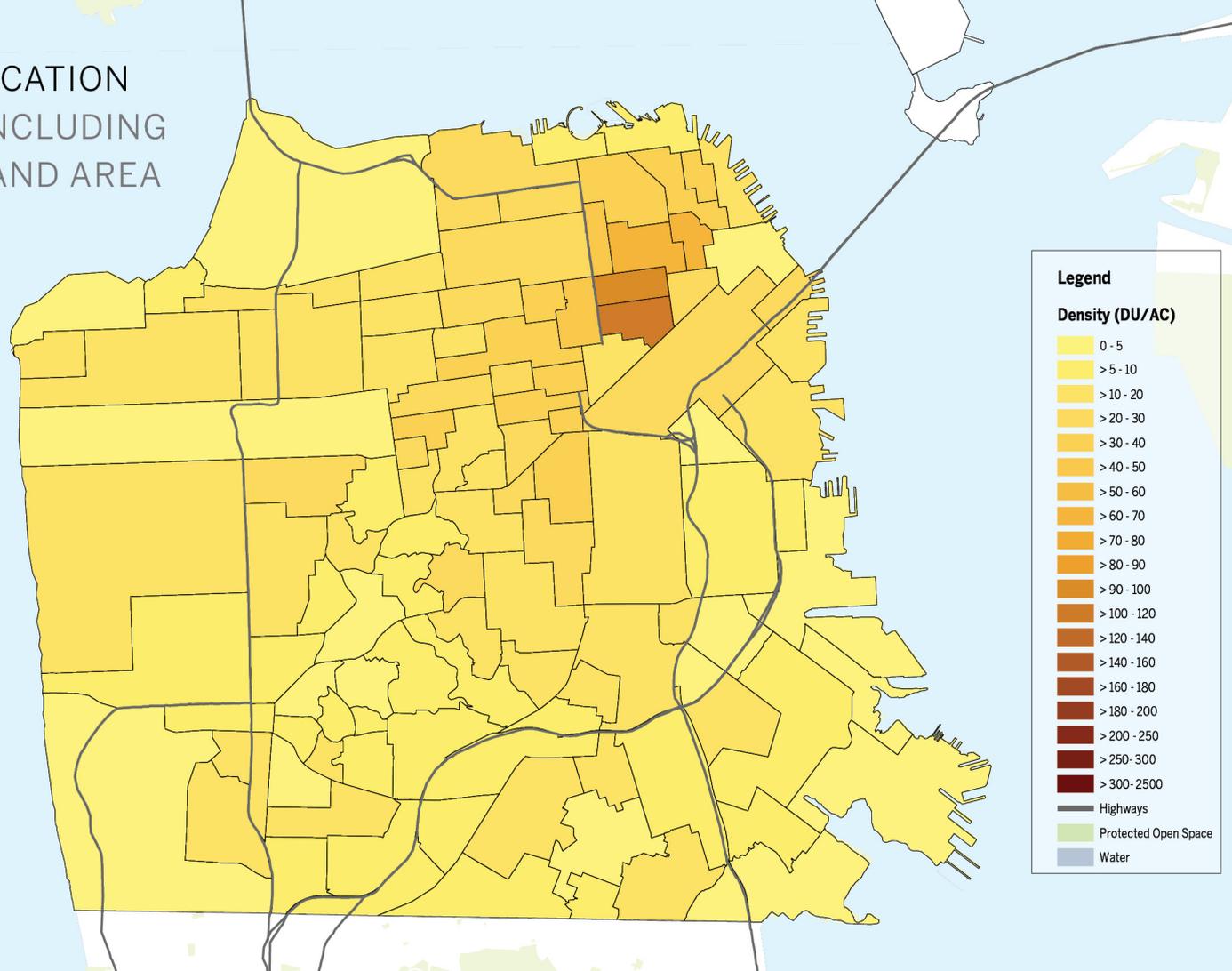
PARCEL AVERAGE BY NEIGHBORHOOD



SCALES OF QUANTIFICATION
NEIGHBORHOOD AVERAGE
INCLUDING NON-RESIDENTIAL
LAND AREA



SCALES OF QUANTIFICATION
DISTRICT AVERAGE INCLUDING
NON-RESIDENTIAL LAND AREA
AND RIGHTS OF WAY



METHODS OF QUANTIFICATION

THE IMPACT OF SCALE

	Parcel	Neighborhood	Region
	Residential land only	All land in a neighborhood, including streets, schools, local parks, etc.	All land in a region including industrial areas and open space
<i>Residential land/total Land</i>	1.0	0.75	0.5
Dwelling units per acre	10.0	7.5	5.0
Residents per acre	25.0	18.8	12.50
Dwelling units per hectare	24.7	18.5	12.4
Residents per hectare	61.8	46.3	30.9
Residents per square-mile	16,000	12,000	8,000
Residents per square-kilometer	6,178	4,633	3,089

This table shows various equivalencies for 10 dwelling units per parcel acre. It is important to use consistent units and measurement methods when comparing densities.



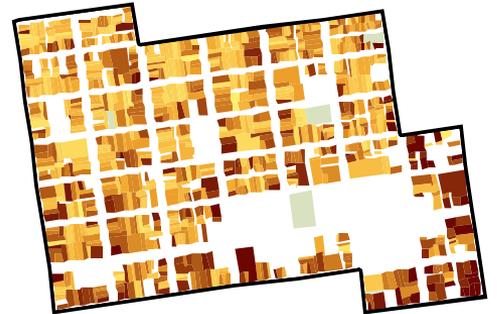
NOB HILL, SAN FRANCISCO

DENSITY RANGE: **5 DU/AC - 766 DU/AC**

AVERAGE RESIDENTIAL PARCEL DENSITY: **121 DU/AC**

NEIGHBORHOOD RESIDENTIAL DENSITY: **94 DU/AC**

GROSS DISTRICT DENSITY: **63.8 DU/AC**



METHODS OF QUANTIFICATION

WHICH PROJECT IS HIGHER DENSITY?

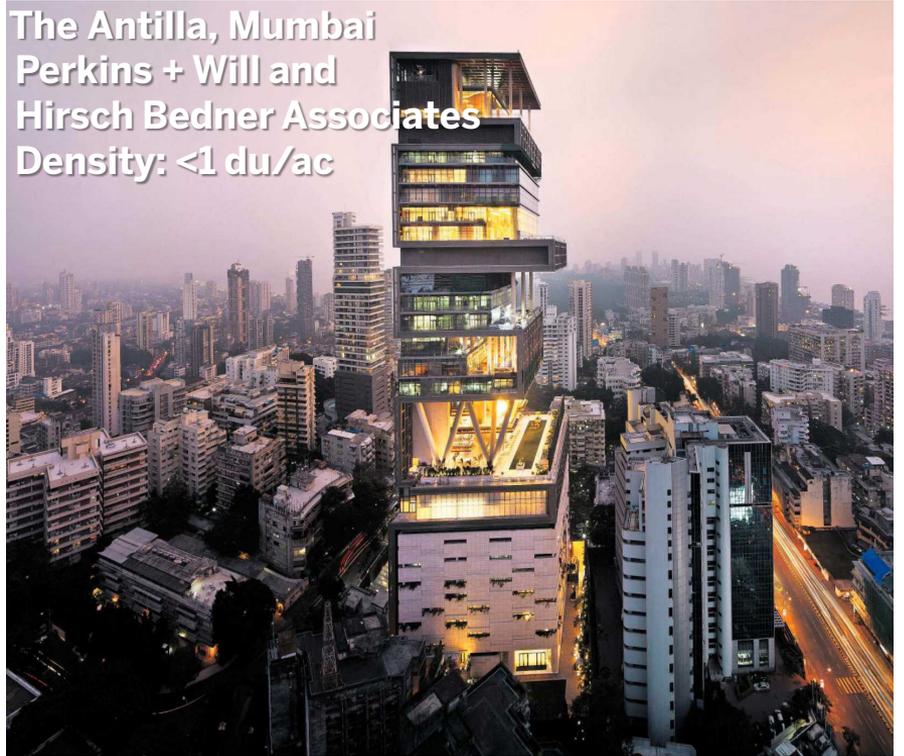


METHODS OF QUANTIFICATION
WHICH PROJECT IS HIGHER DENSITY?

Stapleton Airport Redevelopment, Denver
Calthorpe Associates
Density: 2.55 du/ac



The Antilla, Mumbai
Perkins + Will and
Hirsch Bedner Associates
Density: <1 du/ac



Name that **DENSITY**

NAME THAT DENSITY



NAME THAT DENSITY

Painted Ladies, Alamo Square
Density: 25 du/ac

Corner of Steiner and Hayes
Density: 300 du/ac



NAME THAT DENSITY



NAME THAT DENSITY

300 Cornwall St., San Francisco, CA
Kennerly Architecture & Planning
Density 40 du/ac



NAME THAT DENSITY



NAME THAT DENSITY

Hayes Valley Parcel P, San Francisco, CA
Pyatok | architecture + urban design
Density 161 du/ac



Critical **THRESHOLDS**

DETERMINING “PROPER” DENSITY

“Proper city dwelling densities are a matter of performance. *They cannot be based on abstractions about the quantities of land that ideally should be allotted for so-and-so-many people...*

I should judge that numerically the escape from “in-between” [neither suburban nor urban] densities probably lies somewhere around the figure of 100 dwellings to an acre, under circumstances most congenial in all other respects to producing diversity.

As a general rule, I think 100 dwellings per acre will be found to be too low.”

Source: Jacobs, Jane (1961), *The Death and Life of Great American Cities*.

CRITICAL THRESHOLDS FOR TRANSIT

*“URBAN DENSITY CAN BE USED TO EXPLAIN **96%**
OF THE VARIANCE IN PER CAPITA TRANSIT USE.”*

*A **MINIMUM** THRESHOLD OF URBAN INTENSITY (COMBINED RESIDENTS AND JOBS) OF 35-PER-HECTARE HAS BEEN FOUND TO HAVE SOME BASIS IN DATA, AND CAN BE EXPLAINED IN THEORY THROUGH THE TRAVEL-TIME BUDGET AND THE LEVELS OF AMENITIES.*

CRITICAL THRESHOLDS SUPPORTING EFFECTIVE TRANSIT

Mode	Service Type	Minimum Density (DU Per Hectare)	Area and Location
Dial-a-Bus	Demand response.	10 to 15	Community-wide
Minimum Local Bus	1/2-mile route spacing, 20 buses per day	10	Neighborhood
Intermediate Local Bus	1/2-mile route spacing, 40 buses per day	20	Neighborhood
Frequent Local Bus	1/2-mile route spacing, 120 buses per day	35	Neighborhood
Express Bus – Foot access	Five buses during two-hour peak period	35	Average density over 50-square-km area around a large city.
Express Bus – Auto access	Five to ten buses during two-hour peak period	35	Average density over 50-square-km area around a large city.
Light Rail	Five minute headways or better during peak hour.	25	Within walking distance of transit line, serving large downtown.
Rapid Transit	Five minute headways or better during peak hour.	30	Within walking distance of transit stations serving large downtown.
Commuter Rail	Twenty trains a day.	2 to 5	Serving very large downtown.

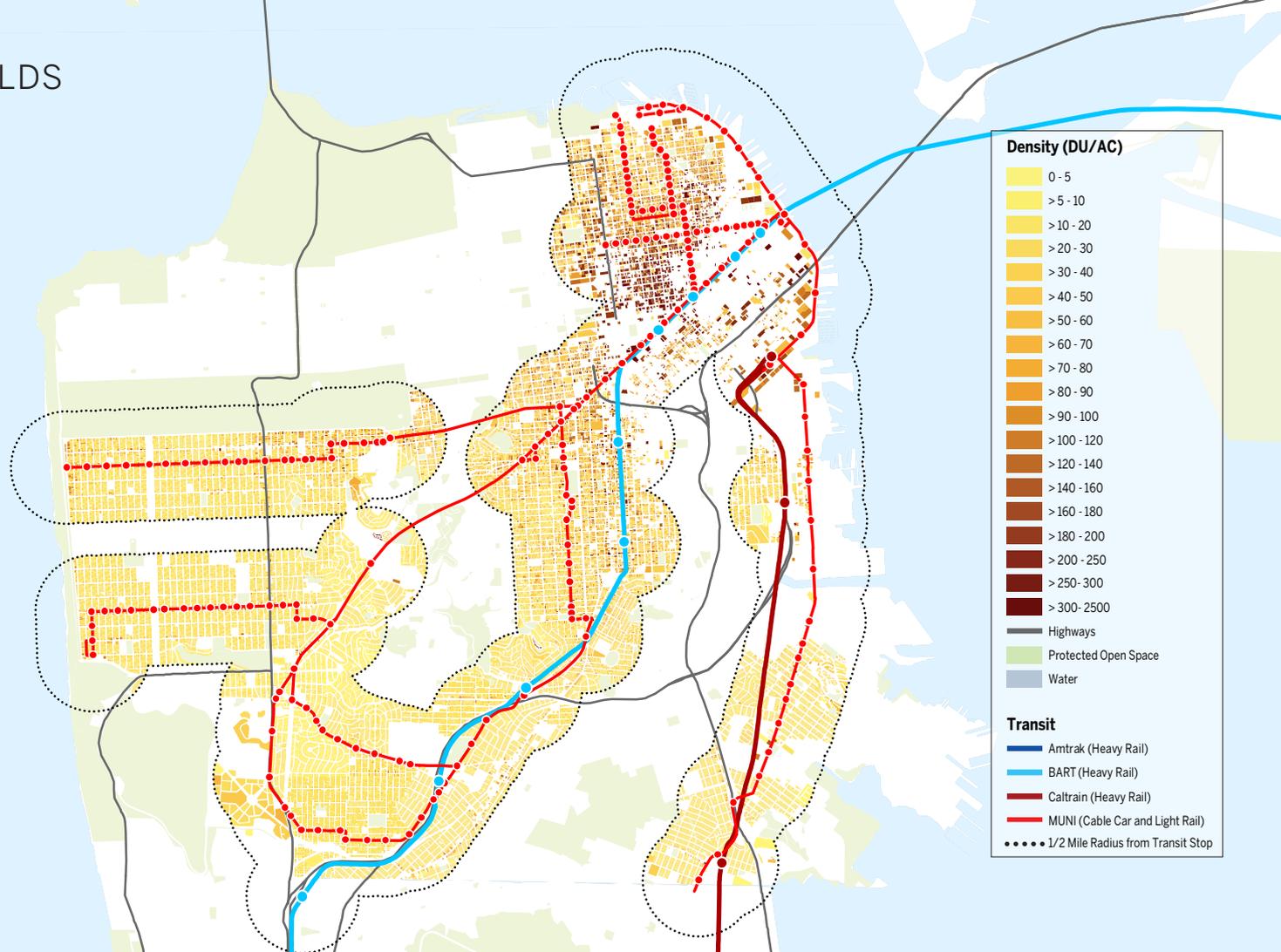
based on Pushkarev and Zupan 1977

CRITICAL THRESHOLDS EXISTING TRANSIT

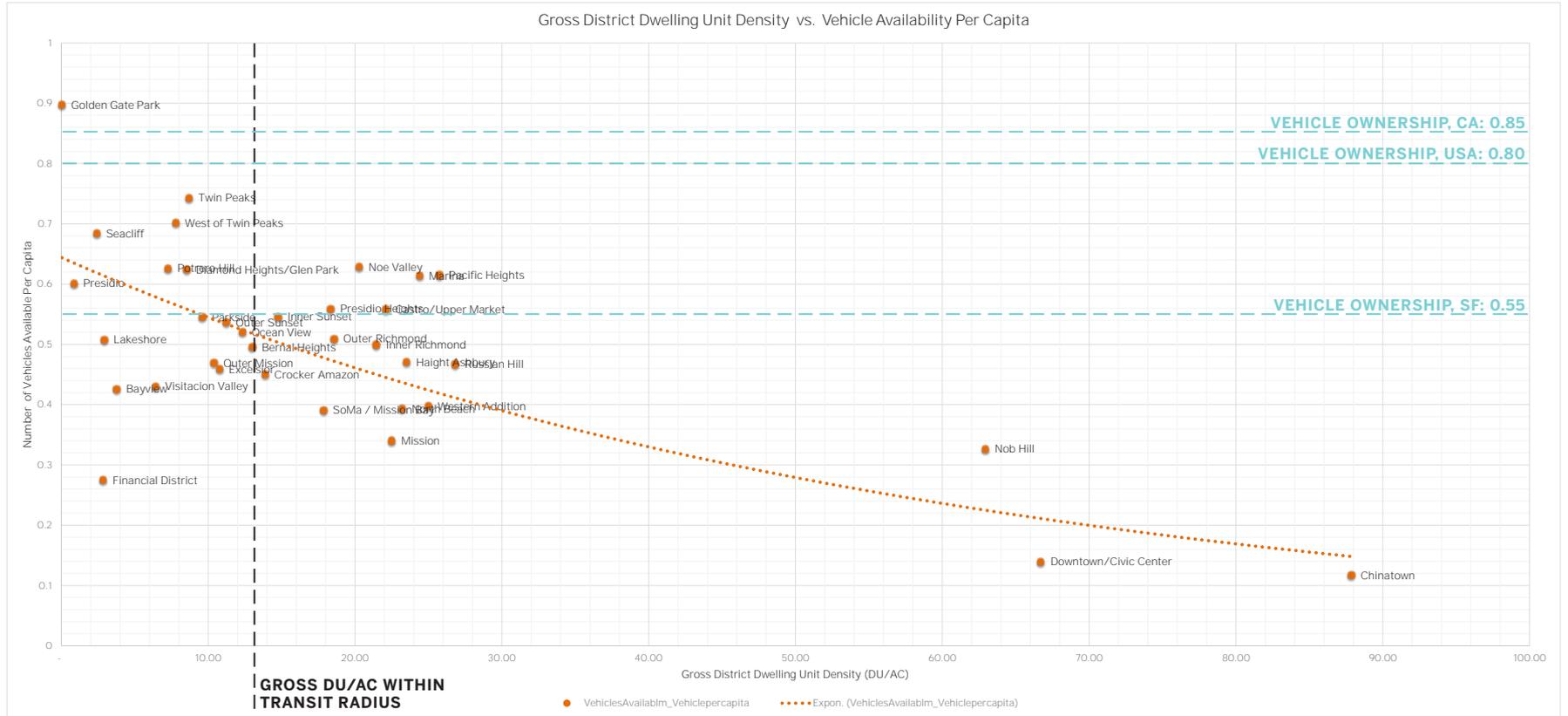
**> 2/3 of SF Dwelling
Units are within 1/2
mile of Rail Transit**

**Average Net Parcel
Density within 1/2
mile of Rail Transit:
38.4 du/ac**

**Gross Residential
Density within 1/2
mile of Rail Transit:
13.3 du/ac**

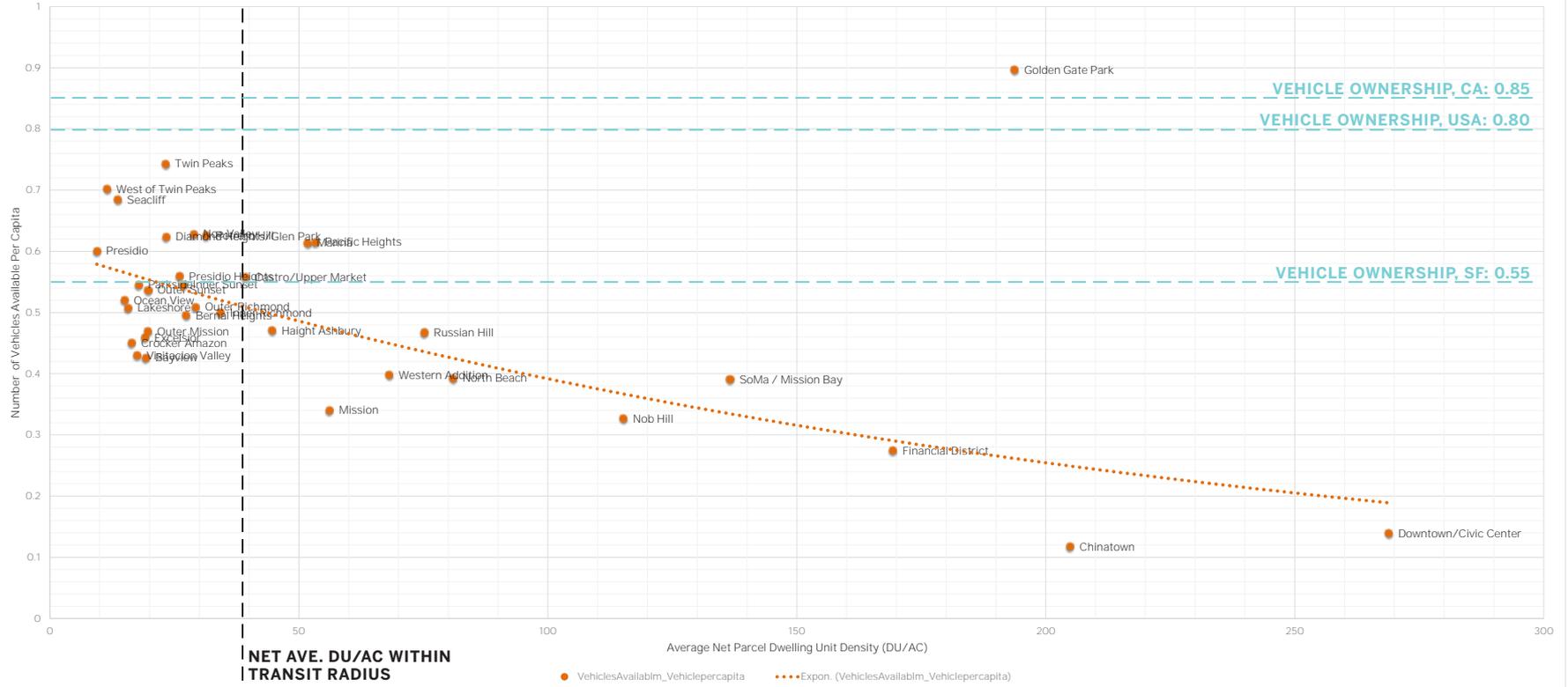


CRITICAL THRESHOLDS REDUCING AUTOMOBILE DEPENDENCY



CRITICAL THRESHOLDS REDUCING AUTOMOBILE DEPENDENCY

Average Net Parcel Dwelling Unit Density vs. Vehicle Availability Per Capita



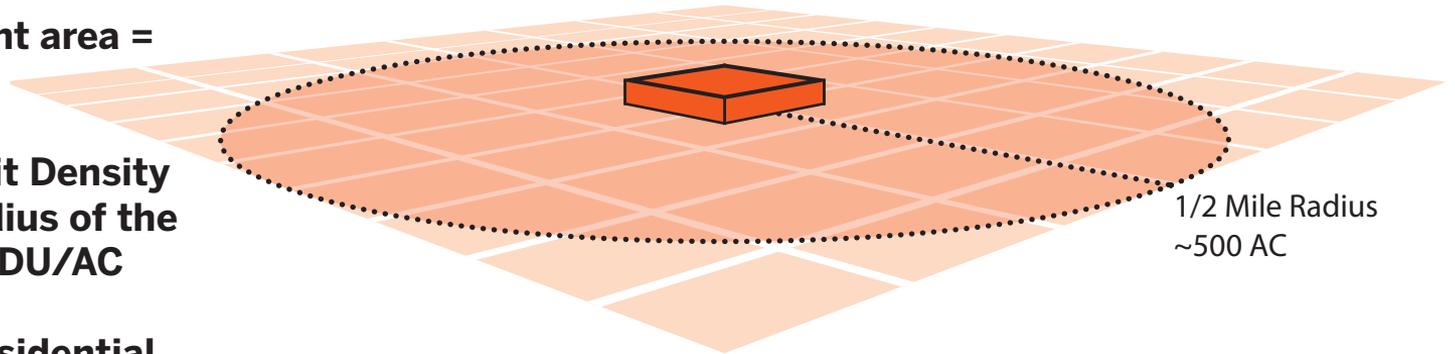
CRITICAL THRESHOLDS GROCERY

**It takes ~10,000 households
to support a full-service
supermarket (50,000sf)¹**

**Walkable catchment area =
1/2 mile radius**

**Gross Dwelling Unit Density
within 1/2 mile radius of the
supermarket = 20 DU/AC**

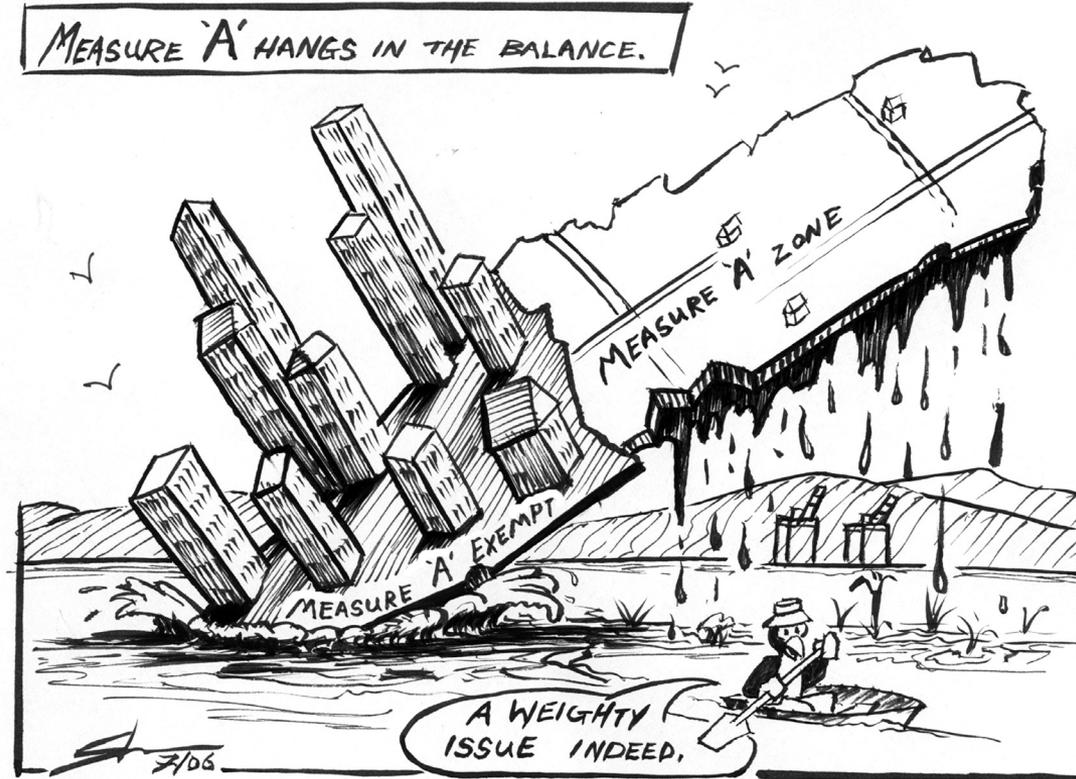
**Assuming 50% Residential
Land, Net Average Parcel
Density = 40 DU/AC**



¹: Lincoln Institute of Land Policy. *Visualizing Density*. <http://www.lincolninst.edu/subcenters/visualizing-density/>

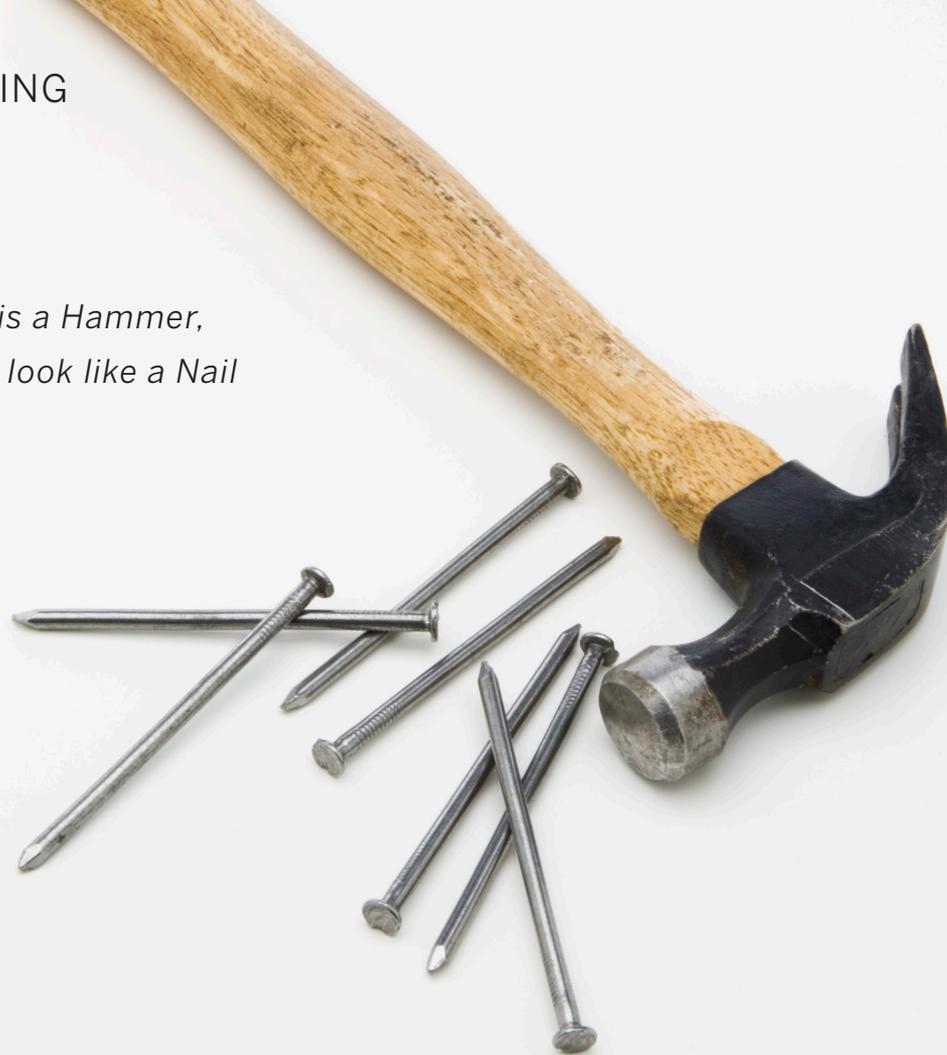
Methods of Evaluating and **INFLUENCING**

GUIDING THE PUBLIC DISCOURSE



METHODS OF INFLUENCING

*If the only Tool you have is a Hammer,
Every challenge starts to look like a Nail*



METHODS OF INFLUENCING



FACTORS INFLUENCING DEVELOPMENT DENSITY

DIRECT

- DENSITY MAXIMUMS
- DENSITY MINIMUMS
- DENSITY BONUSES

INDIRECT

- HEIGHT LIMITS
- SITE COVERAGE LIMITS
- SETBACK REQUIREMENTS
- REAR YARD REQUIREMENTS
- BULK CONTROLS
- SUNLIGHT ORDINANCES
- PARKING RATIOS
- TDM REQUIREMENTS
- TRANSFER OF DEVELOPMENT RIGHTS OPPORTUNITIES
- ADU ALLOWANCES
- FINANCING INCENTIVES
- VARIANCES

RESULTANT

DEVELOPMENT COSTS

- BUILDING CODE
- ENVIRONMENTAL REVIEW
- ENTITLEMENT PROCESS
- LAND COST
- IMPACT FEES
- INCLUSIONARY ZONING
- DEVELOPMENT / COMMUNITY BENEFITS AGREEMENTS

FINDING THE RIGHT TOOLS FOR YOUR COMMUNITY



TAKE-AWAYS

1. Remember the limits of usefulness of any individual metric.
2. Compare apples to apples.
3. Avoid fixation on the numbers
4. Focus the conversation on community needs and goals.
5. Determine the role a given Site or Development Area should play in achieving those goals and the appropriate performance indicators.
6. Use the right tool for the task

REFERENCES

Design Center for American Urban Landscape, (2003). "Measuring Density: Working Definitions for Residential Density and Building Intensity," Design Brief, Number 8/ July 2003. Online: http://www.corridordevelopment.org/pdfs/from_MDC_Website/db9.pdf

Jacobs, Jane (1961), *The Death and Life of Great American Cities*.

Litman, Todd (2015), "Analysis of Public Policies That Unintentionally Encourage and Subsidize Urban Sprawl," Victoria Transport Policy Institute, Supporting paper commissioned by LSE Cities at the London School of Economics and Political Science, on behalf of the Global Commission on the Economy and Climate (www.newclimateeconomy.net) for the New Climate Economy Cities Program.

Newman, Peter and Jeffrey Kenworthy (2006) "Urban Design to Reduce Automobile Dependence", *Opolis: An International Journal of Suburban and Metropolitan Studies*: Vol. 2: No. 1, Article 3. <http://repositories.cdlib.org/cssd/opolis/vol2/iss1/art3>

Lincoln Institute of Land Policy. Visualizing Density. <http://www.lincolnst.edu/subcenters/visualizing-density/>

The Density Atlas. <http://densityatlas.org/>

THE FUTURE OF TRANSPORTATION?



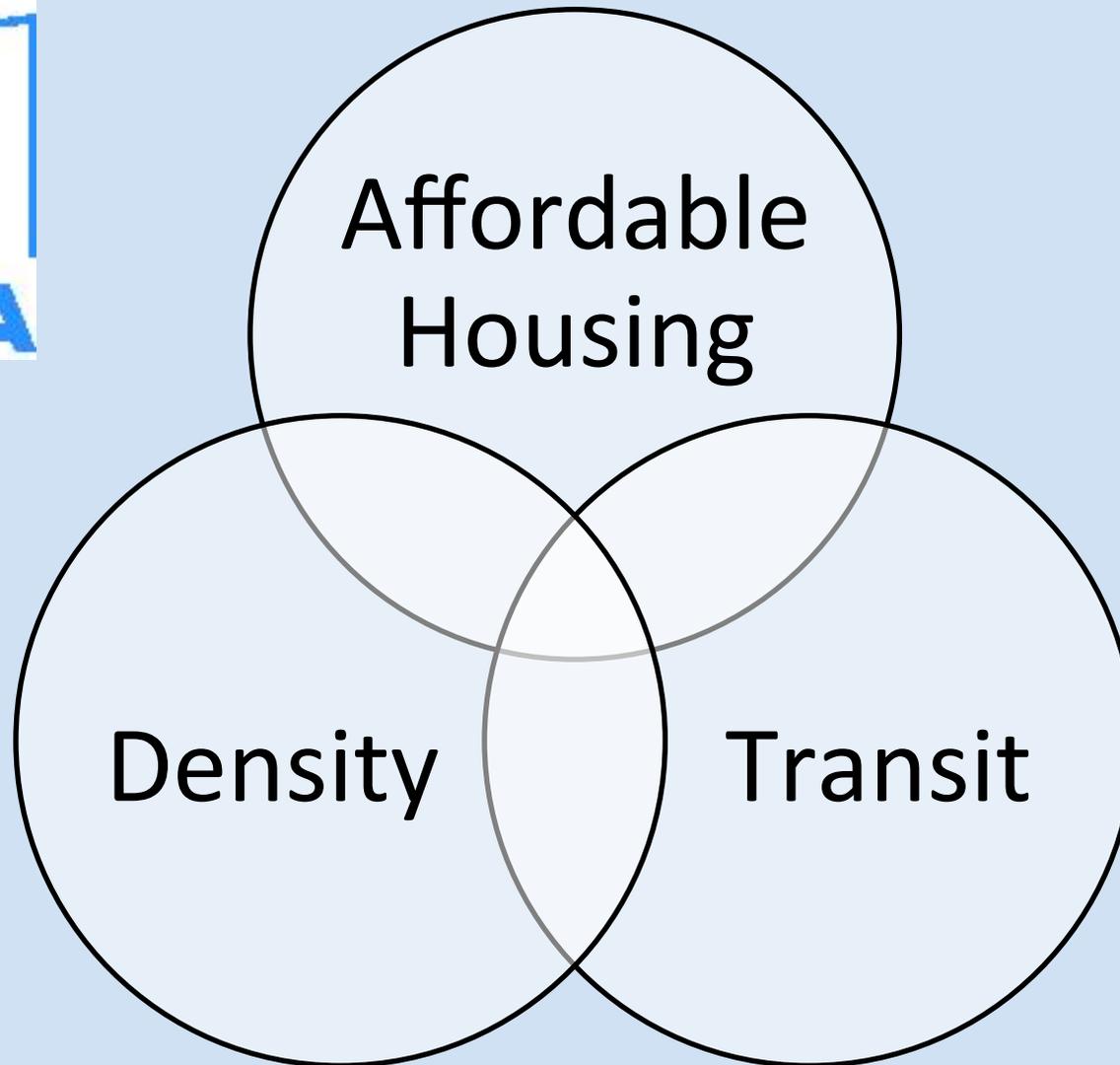
LEXUS HOVER



MIT CITYCAR



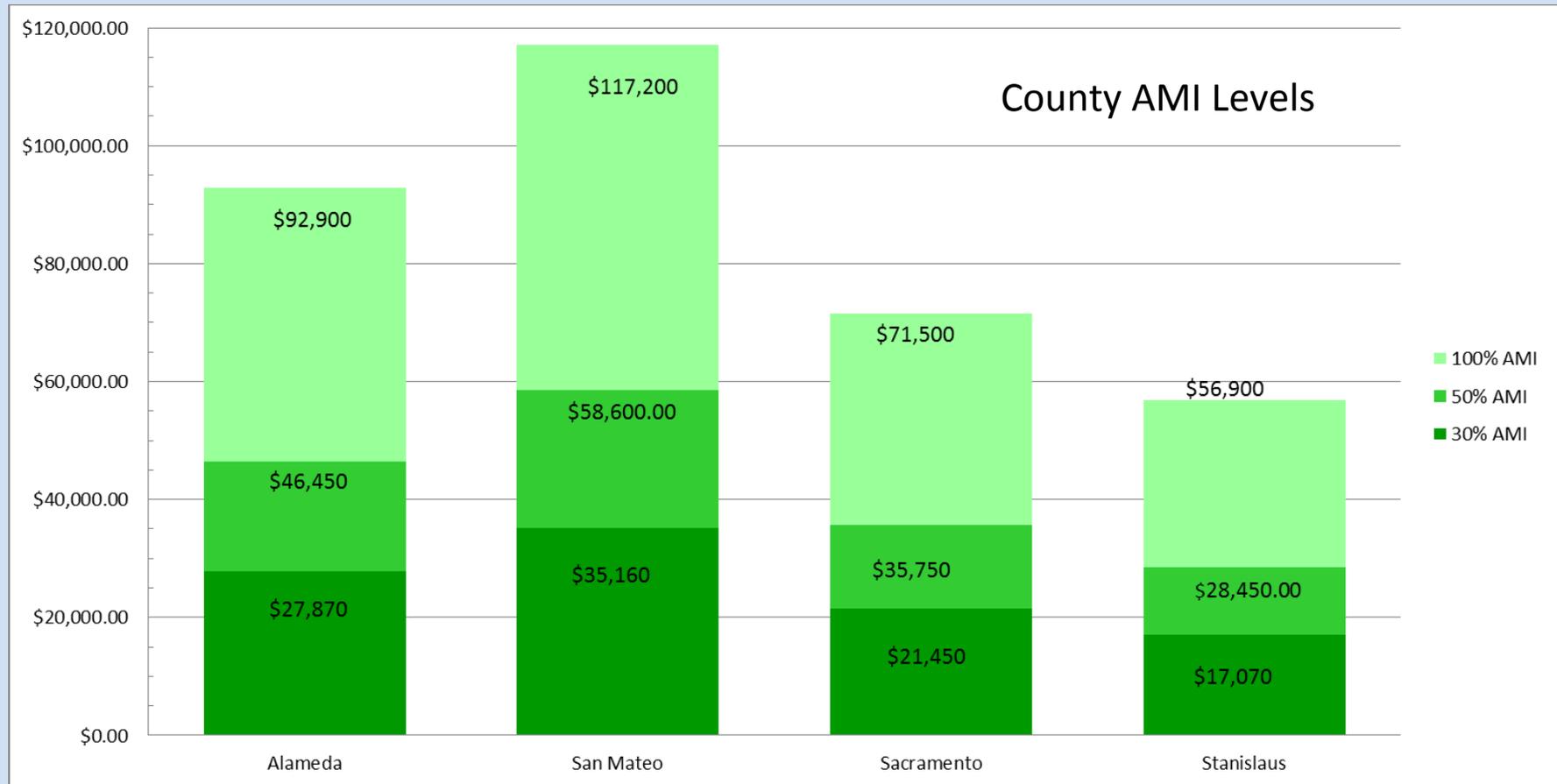
AMAZON PRIME AIR



What is Affordable Housing?

- Monthly costs do not exceed 30% of household income
- Includes rental and ownership tenure
- Affordability is a function of income

Representative Income Targets



Based on four-person household

Multifamily Rental Housing

- Affordable to very low, extremely low households
- Serves families, seniors special needs
- Funded through federal, State, and private sources
- Typically **higher-density** and **transit-oriented**

Density

- Contextually appropriate
- For urban infill projects, densities often exceed 100 DU/acre
- In suburban/rural settings, min density of 25 DU/acre

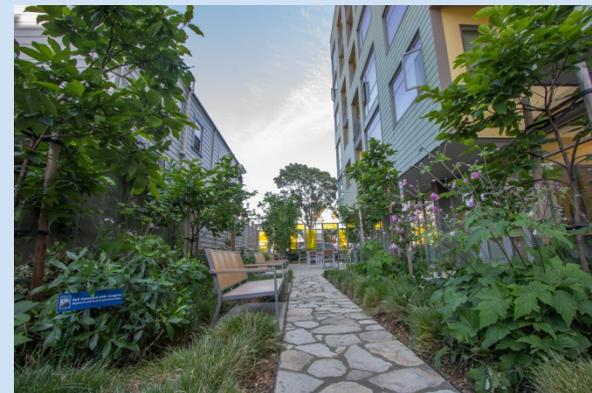


Merritt Crossing, Oakland

70 units

205 DU/Acre

20 parking spaces





Valley Oak Homes

Sonoma, CA

43 units

22 DU/Acre

65 parking spaces



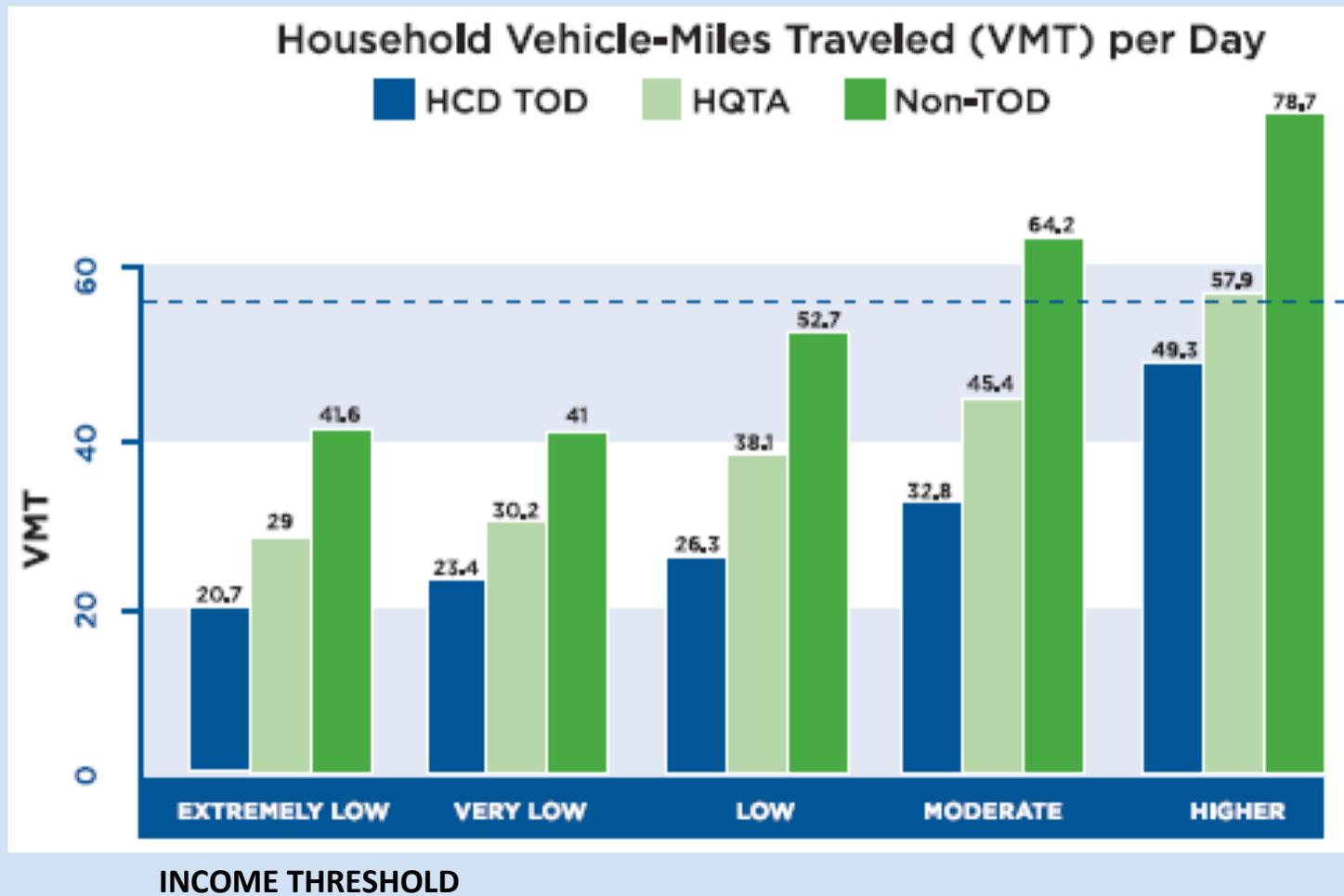
Arboleda Apartments Walnut Creek

48 units
57 DU/Acre
68 parking spaces

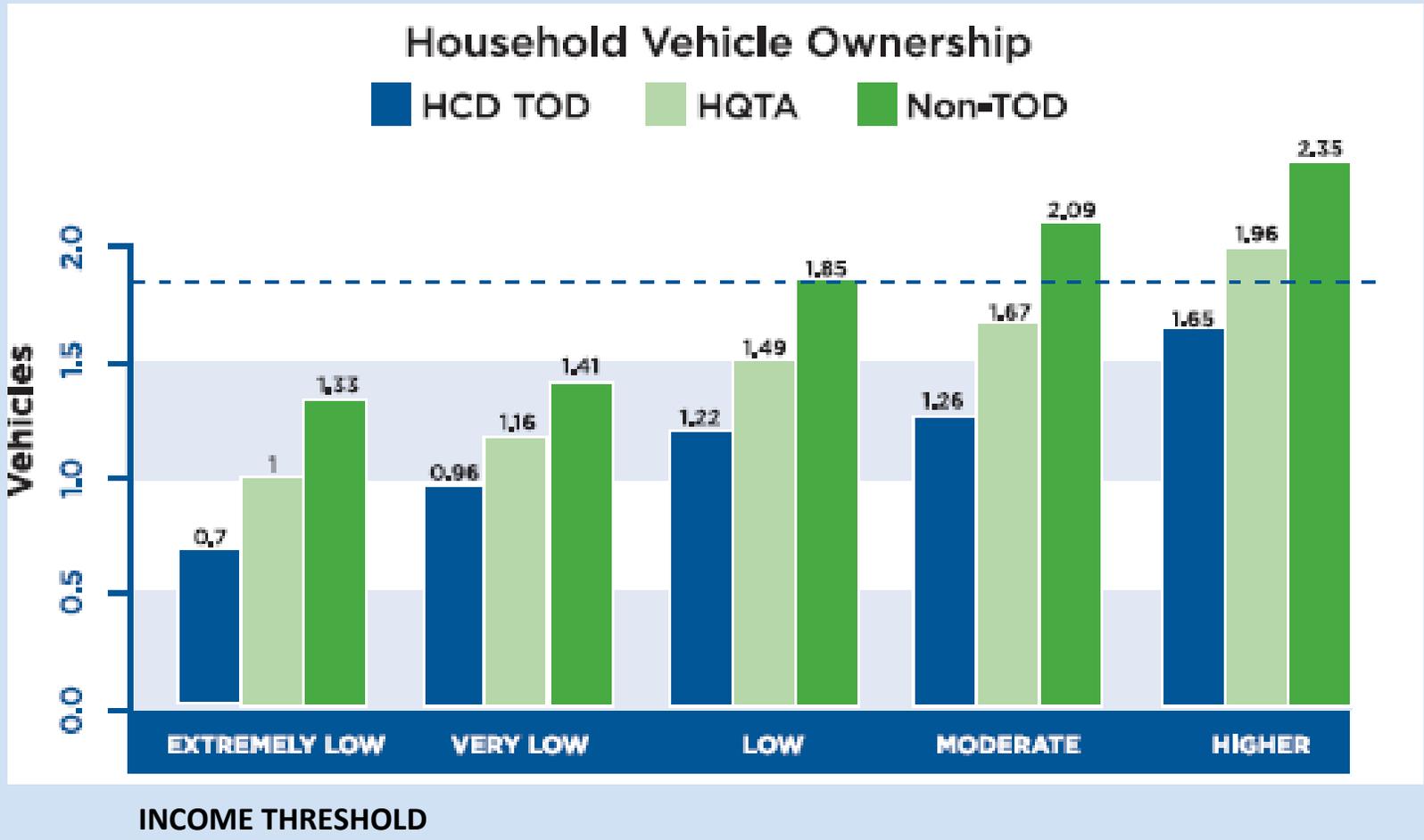


Research Shows....

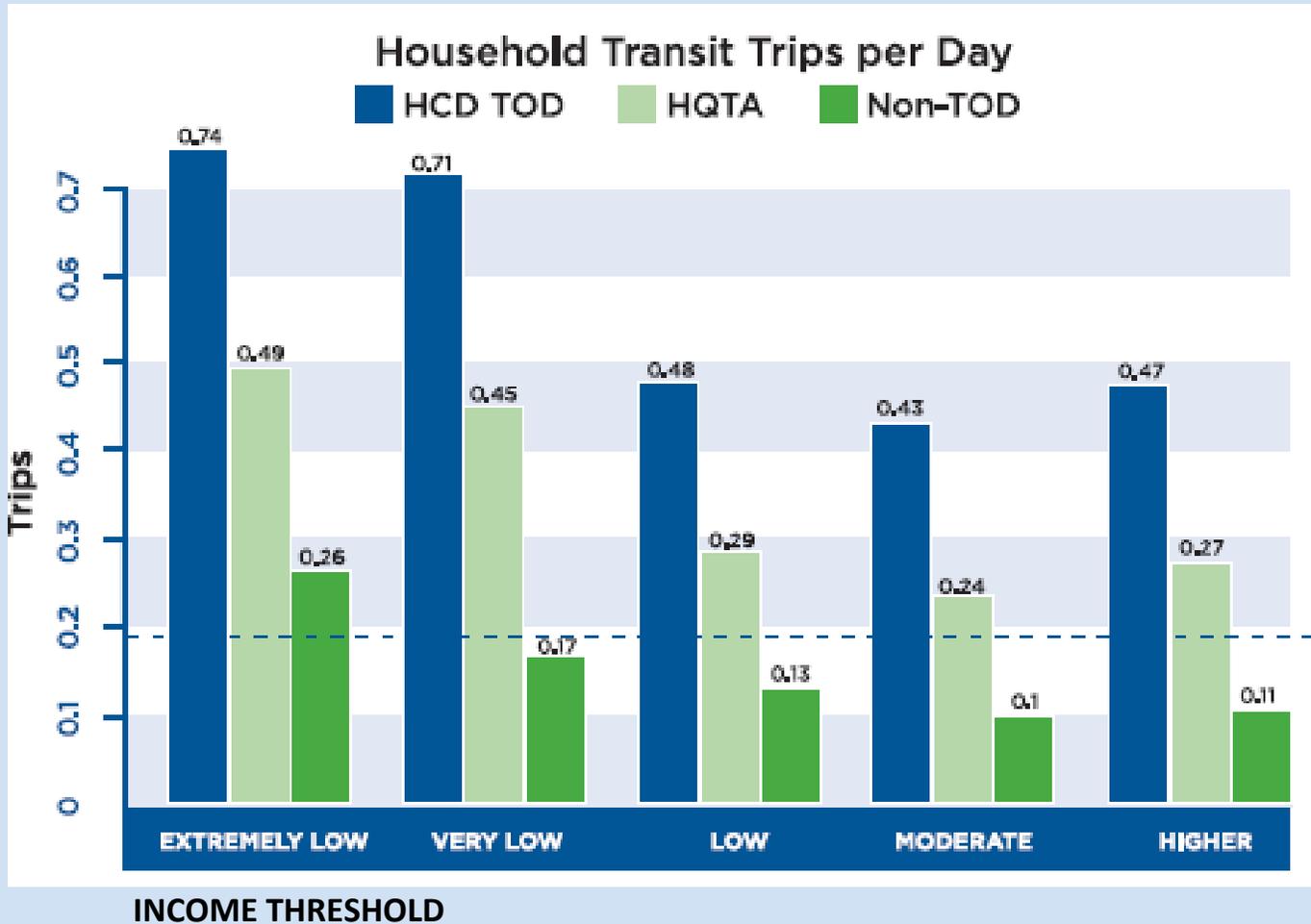
- Proximity to transit reduces VMT
- Greater reductions seen for low-income households vs. high-income
- Car ownership rates greatly reduced for low-income households



Source: TransForm, CHPC, CNT



Source: TransForm, CHPC, CNT



Source: TransForm, CHPC, CNT

Key Findings

- Lower Income HHs drive nearly 50% less when living within $\frac{1}{4}$ mile of transit
- Higher Income HHs drive more than 2x as many miles and own 2x as many vehicles as ELI households
- 15,000 affordable TOD units would remove **105,000,000** miles of **vehicle travel per year** from our roads

SAHA's Experience

Reduced
parking ratios:

- Enable more units
- Reduce project costs
- Meet resident demand

Let's house people, not cars!

REAL ESTATE ECONOMICS & DEVELOPMENT STRATEGIES

Seifel
CONSULTING INC.



REAL ESTATE ECONOMICS & DEVELOPMENT STRATEGIES

- Why does development cost so much?
- How do we gain more value from real estate to offset costs?
- What development strategies can create more housing in California?

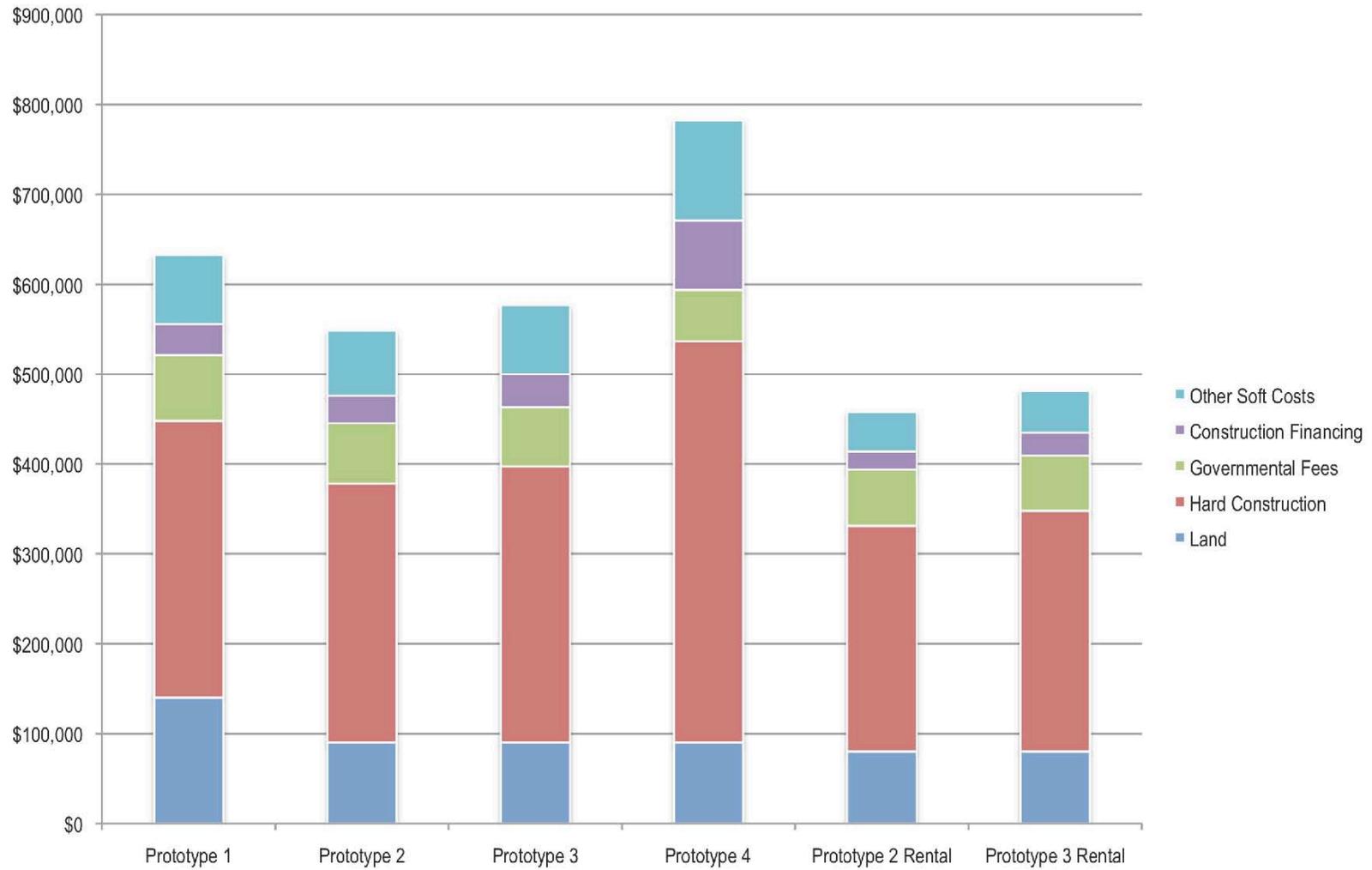


WHAT CONTRIBUTES TO DEVELOPMENT COSTS?

- Hard Construction Costs
 - Design
 - Labor
 - Materials
- Parking
 - Number of spaces
 - Construction type
 - Stackers
- Public fees
- Soft Costs
- Profit
- Land (Residual Value)



Typical Development Costs



WHAT DRIVES VALUE IN REAL ESTATE?

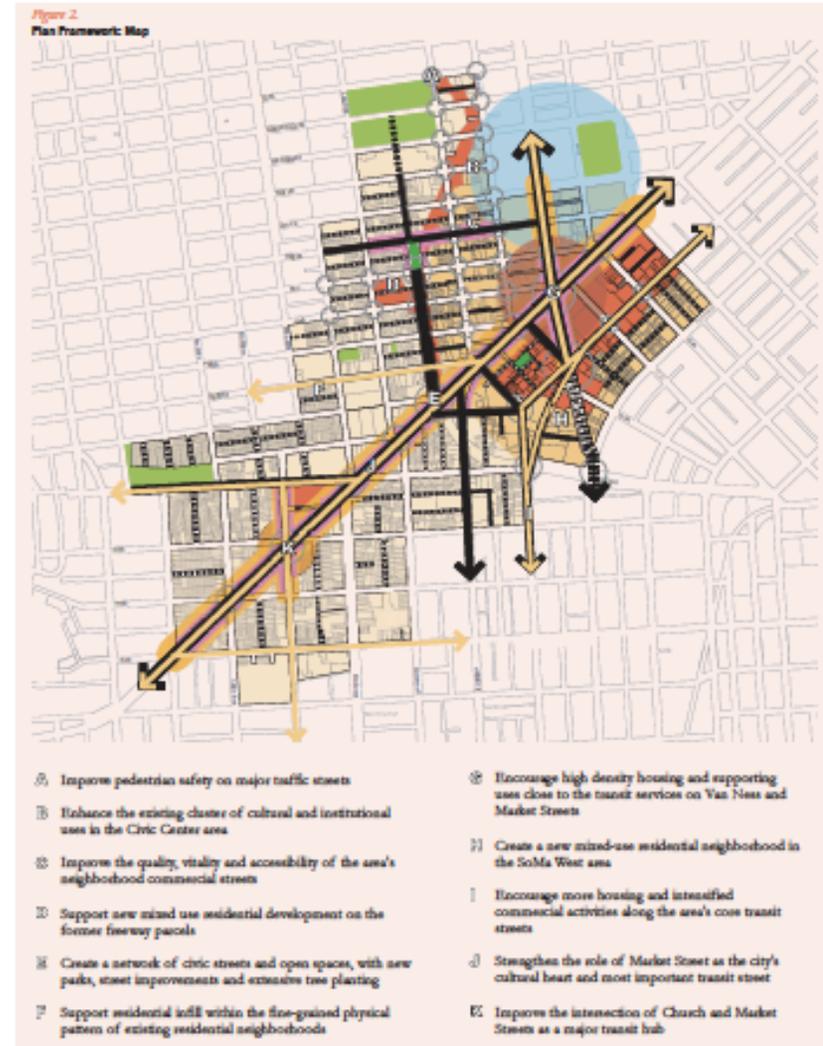
- **Location, location, location**
- **Market demand and pricing**
- **Design**
- **Amenities**
- **Parking**
- **Infrastructure and public facilities**
- **Land use approval process (time = money)**

WHAT ENHANCES VALUE IN REAL ESTATE?

- Supportive public policies
- Rational and timely land use approval process
- High quality design
- Amenities
- Market synergies
- High occupancy
- Anchor/major tenants

Key Value Enhancers

- Transit
- Open Space
- Walkability
- Neighborhood Quality/Amenities



KEY VALUE ENHANCERS

- Transit
- Open Space
- Walkability
- Neighborhood Quality/
Amenities

Synergistic with Density

Mission Bay

Homes near transit stations command a growing premium.

As does convenient access to stores, schools, and parks...

-ULI's *What's Next?*

PROPERTY VALUE PREMIUM

TRANSIT
Transit saves time/cost versus driving:

- Reduced traffic congestion
- Reduced parking/toll/commuter expense

Transit system that provides extensive and interconnected network

- Links regional job centers and central business districts
- Improves intermodal connections (commuter rail, subway, light rail, local bus, and intercity rail/bus)



OPEN SPACE
Proximity or direct access to parks or open space



NEIGHBORHOOD

Walkable (small blocks, pedestrian paths)

Urban amenities (retail, parks, and active streets)

Mix of land uses (jobs, housing, and entertainment)

Supportive policy framework (neighborhood plans, compact development)



WHAT'S NEXT? Getting Ahead of Change

Impact of Transit-oriented Development on Housing Prices

San Diego, CA - Michael Duncan (2010)

TOD has a synergistic value greater than the sum of its parts
- Michael Duncan

15% premium on residential condominiums within 1,000 ft of a walk-up trolley station in neighborhood with good pedestrian quality

11% premium for residential condominiums in the same radius of a park and ride station in neighborhood with good pedestrian quality



Sheppard Subway Financing Study, Toronto, Canada

John Farrow, et al (1991)



Condominium sale prices
20% higher in communities
adjacent to subway station

Condominium sales in communities
within 1,000 ft (0.19 miles) of
station had 15% higher sale price

Condominium sales in communities
within 2,000 ft (0.38 miles) of
station had 5% higher sale price

Parks and Open Space Premium

A scenic view of a park with a lake, trees, and people enjoying the outdoors. In the foreground, two women are sitting on a green wooden bench, looking out over the water. In the middle ground, a person is rowing a small boat on the lake. The background is filled with lush green trees and a stone wall.

All things being equal, most people are willing to pay more for a home close to a nice park.

(Evidenced by more than 30 studies demonstrating that parks have a positive impact on nearby residential property values.)

Planners, health experts and others have been promoting the benefits of more walkable cities. ... Walkable properties have performed on par with other property investments and could be superior investments for developers....



Source: Walkability Premium For Commercial Real Estate,
Pivo, Fisher (2011)

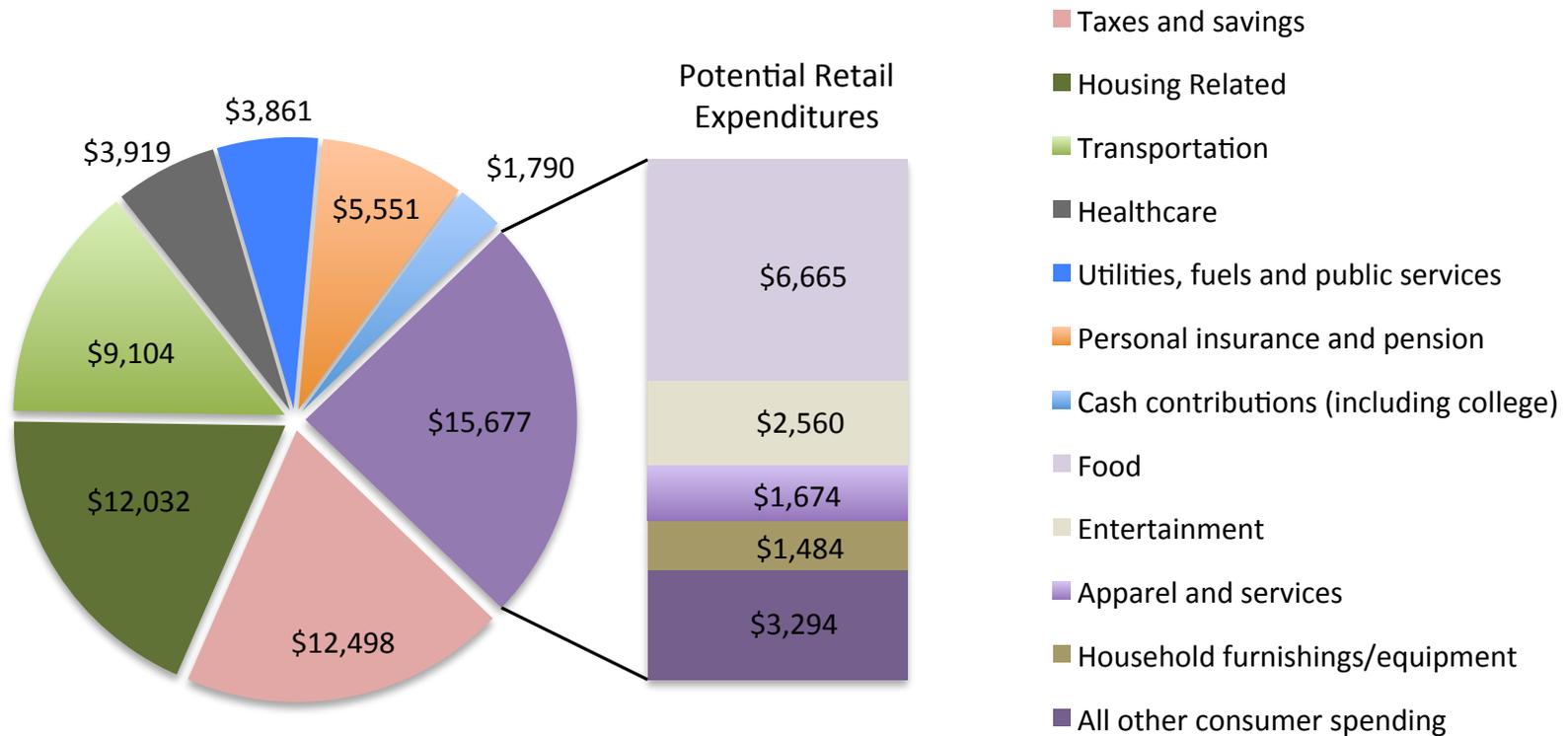
Measuring Effects of Mixed Land Uses on Housing Values

Gerrit-Jan Knaap (2004)



Development of a greater number of residential units within walking distance of a commercial concentration increases ... viability... attracting a superior tenant mix that then increases the premium for residential uses.

Typical Consumer Expenditures



Source: US Department of Labor Bureau of Labor Statistics (FY 2013-2014)

Note: Based on spending by a "consumer unit", which includes: families; single persons living alone or sharing a household with others who are financially independent, and; two or more persons living together who share expenses.

North Beach Place
BRIDGE Housing



Housing Units	Retail Spending Potential	Supportable Retail SF (@ \$400/SF)
100	\$1,600,000	1,000 SF
200	\$3,200,000	2,000 SF

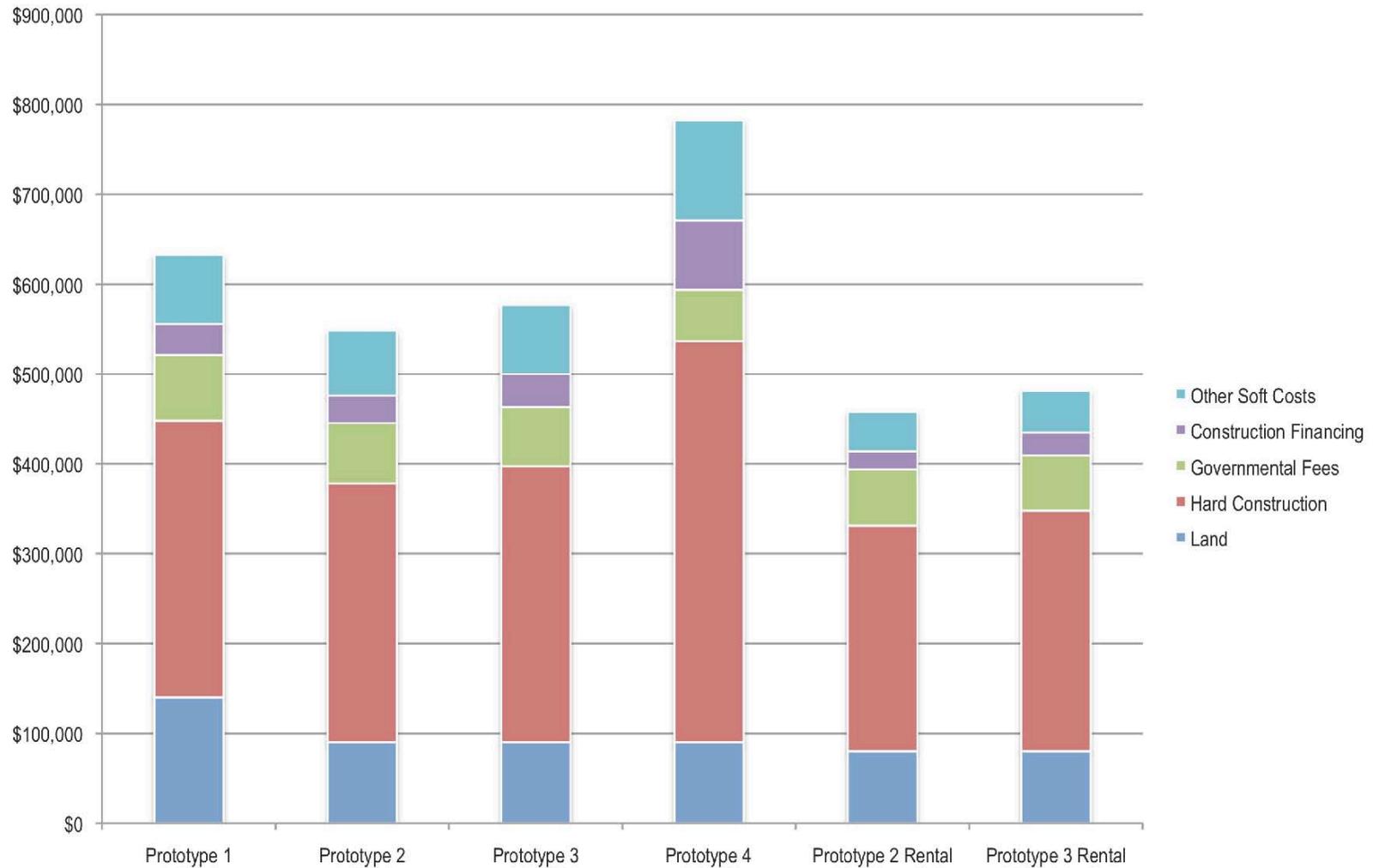
Note: Assumes each household spends about \$16,000 on retail goods, and the neighborhood captures 25% of retail sales.

HOW DO WE REDUCE DEVELOPMENT COSTS?

- Hard Construction Costs
 - Design
 - Labor
 - Materials
- Parking
 - Number of spaces
 - Construction type
 - Stackers
- Public fees
- Soft Costs
- Profit
- Land (Residual Value)



Parking: Major Component of Hard Construction Cost

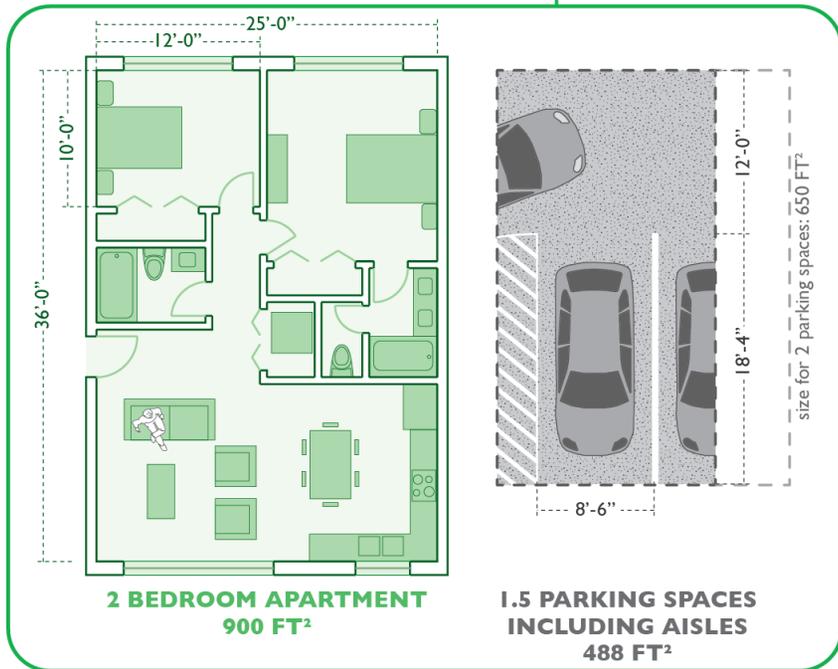
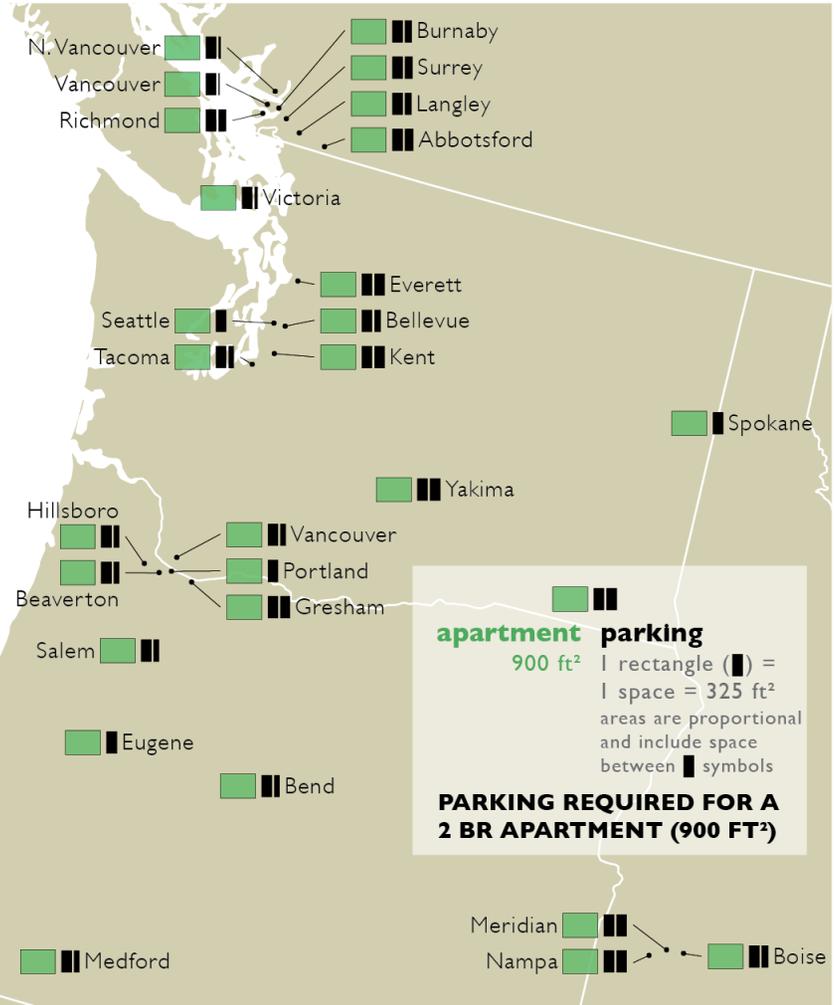
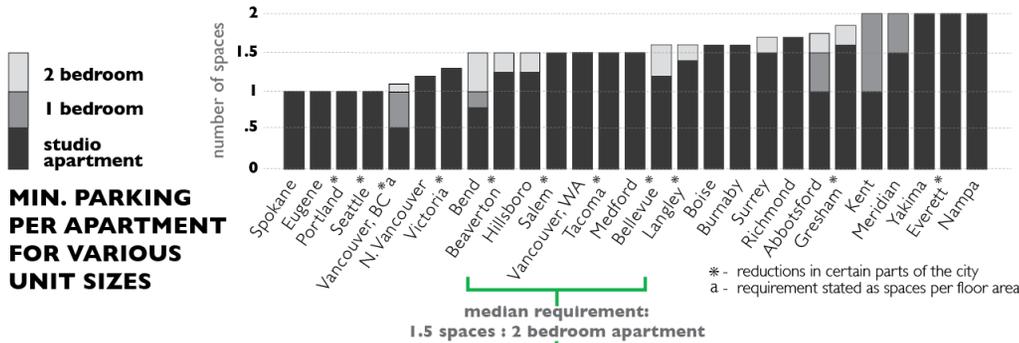




LIVING VS PARKING SPACE



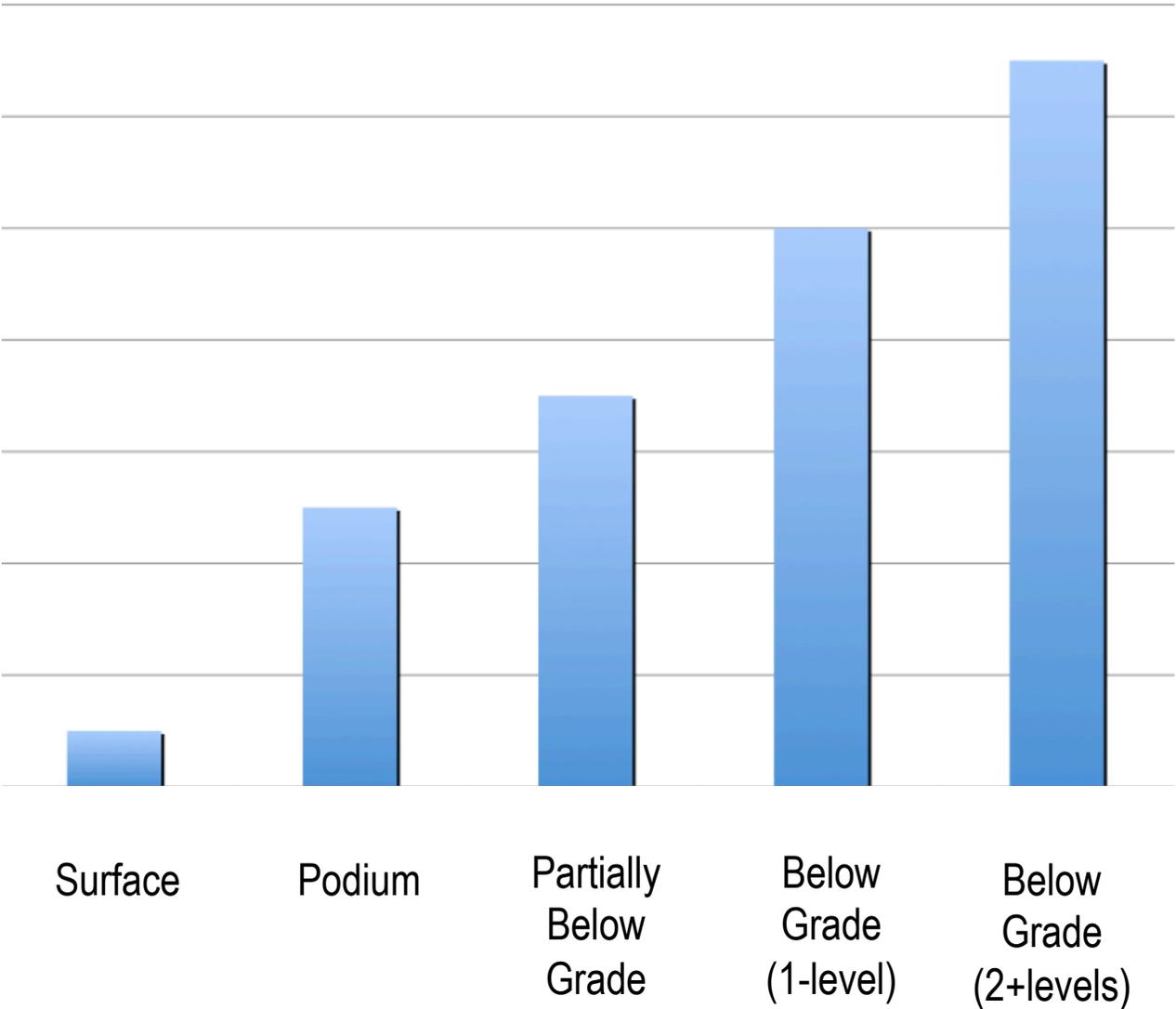
parking required by city laws across Cascadia



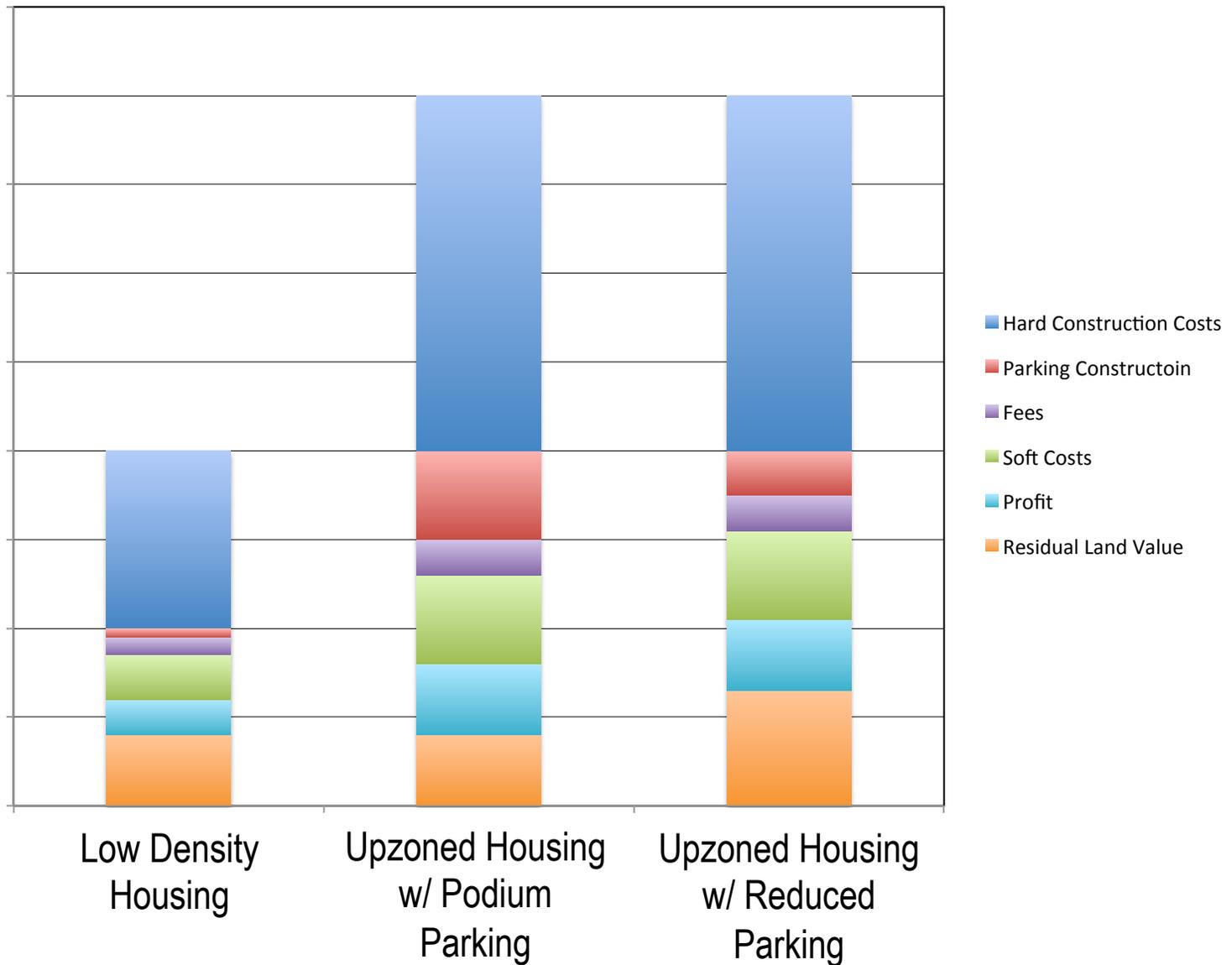
graphing parking



ILLUSTRATIVE PARKING COST PER SPACE



COMPARISON OF RESIDUAL LAND VALUES WITH DENSITY INCREASE AND REDUCED PARKING



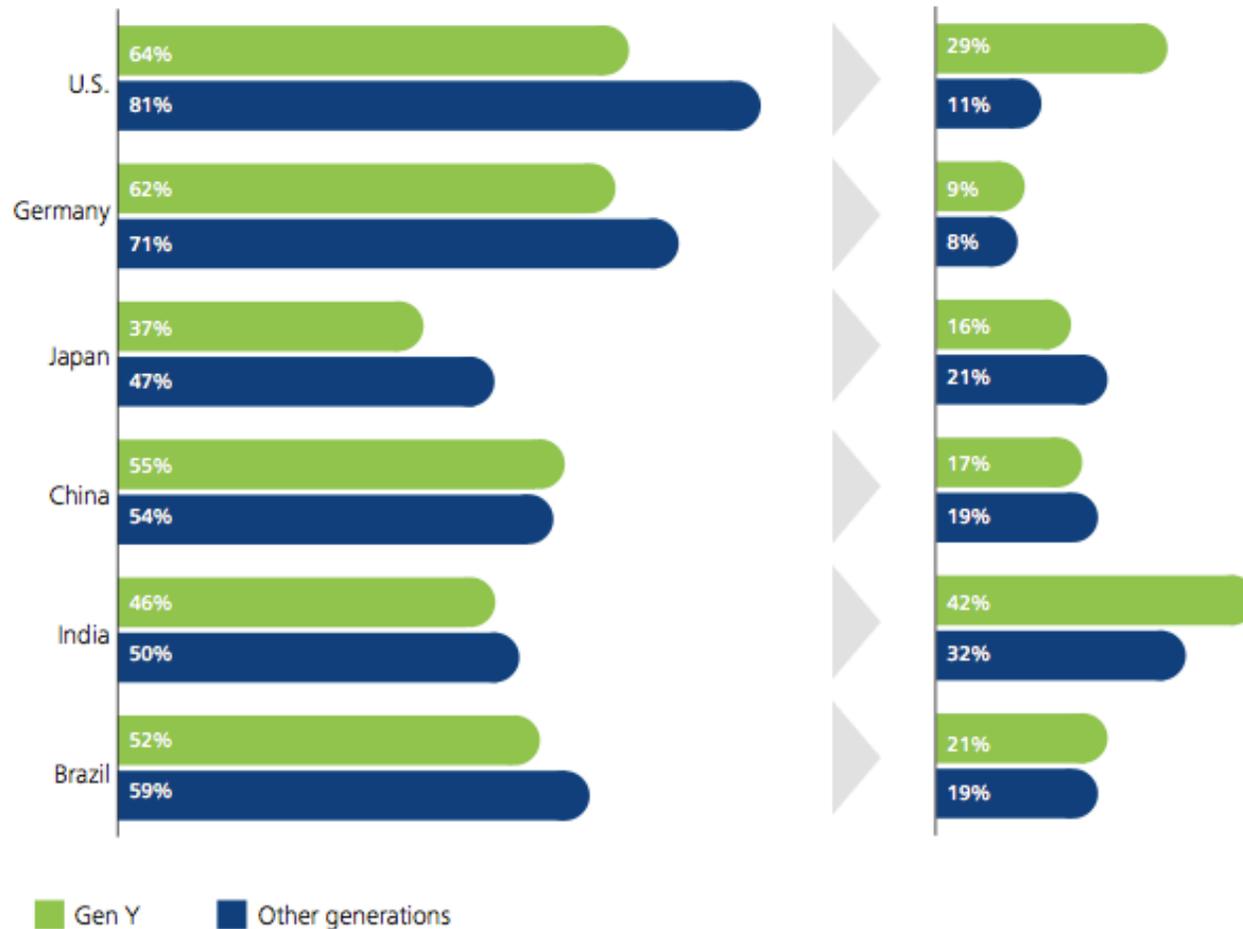
HOW MUCH PARKING WILL WE REALLY NEED IN THE FUTURE?



In all countries except **China**, *Gen Y is not as devoted to the personal car*, compared to other generations.

The personal car as a preferred mode of transportation

"I would be willing to give up driving my car even if I had to pay more to travel to where I need to go."



Source: Deloitte

The **U.S.** has the largest gap in vehicle ownership loyalty between Gen Y and other generations, but **India** has the highest abandonment rates.

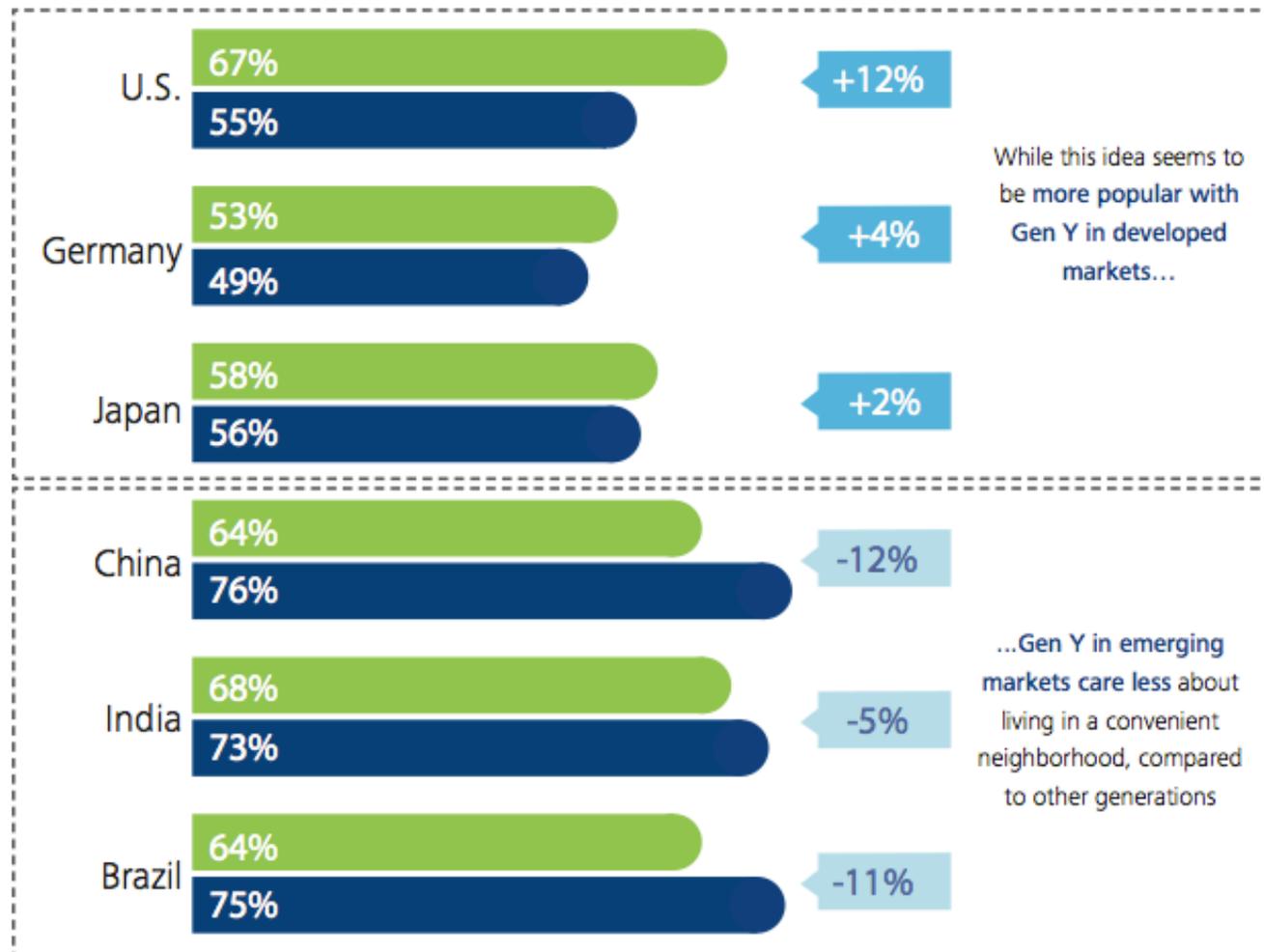
Factors that may influence

consumers' decision to abandon vehicle ownership

Lifestyle is the primary reason.

"I would prefer living in a neighborhood that has everything within walking distance."

Over half of all consumers prefer to have everything within walking distance



While this idea seems to be more popular with Gen Y in developed markets...

...Gen Y in emerging markets care less about living in a convenient neighborhood, compared to other generations

■ Gen Y ■ Other generations

Note: "Strongly Agree" and "Agree" responses have been summed up together.

Evolving Parking Requirements

	Typical Practice	Smart Infill	Metro/ Downtown
Residential	2 spaces per unit minimum	1 space per unit maximum Allow no parking	.5 to .75 space per unit maximum Allow no parking, Unbundle cost of parking
Retail	3-5 spaces per 1,000 SF Minimum	2 spaces per 1,000 SF Maximum	No parking on infill sites near transit
Office	3-4 spaces per 1,000 SF minimum	1-2 spaces per 1,000 SF maximum	7 percent floor area No parking on infill sites near transit

Berkeley Brower Center/Oxford Plaza



- 1.1-acre site, former City-owned surface parking lot
- Mixed use development with underground public parking garage and at-grade parking for affordable housing
- City's on-site parking requirements reduced due to walkable and transit-friendly location (Downtown BART)
- Award-winning project recognized for its sustainability features and mix of uses:
 - ✧ San Francisco Business Times' "Best New Green Building Award" (2010)
 - ✧ US Green Building Council's "Green Team Award" (2009)

Housing	Commercial
97 units (100% affordable)	50,000 SF environmental center (LEED Platinum) 10,000 SF ground floor retail
<i>Residential parking ratio: .4 spaces/unit</i>	<i>No dedicated commercial parking, 100 public spaces underground</i>

WHAT STRATEGIES CREATE VALUE AND REDUCE DEVELOPMENT COSTS?

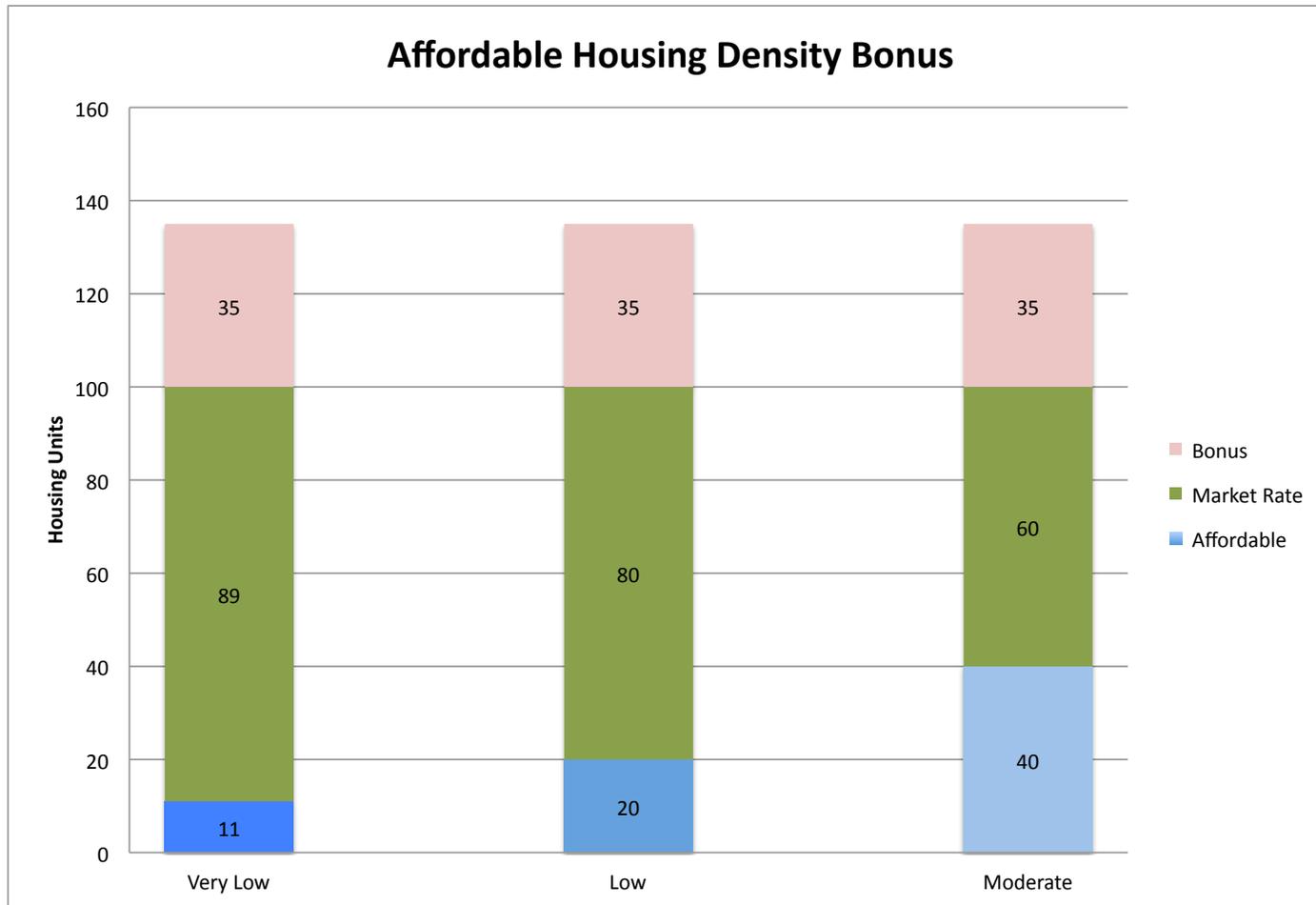


Mission Bay

State Density Bonus Law Government Code 65915-65918

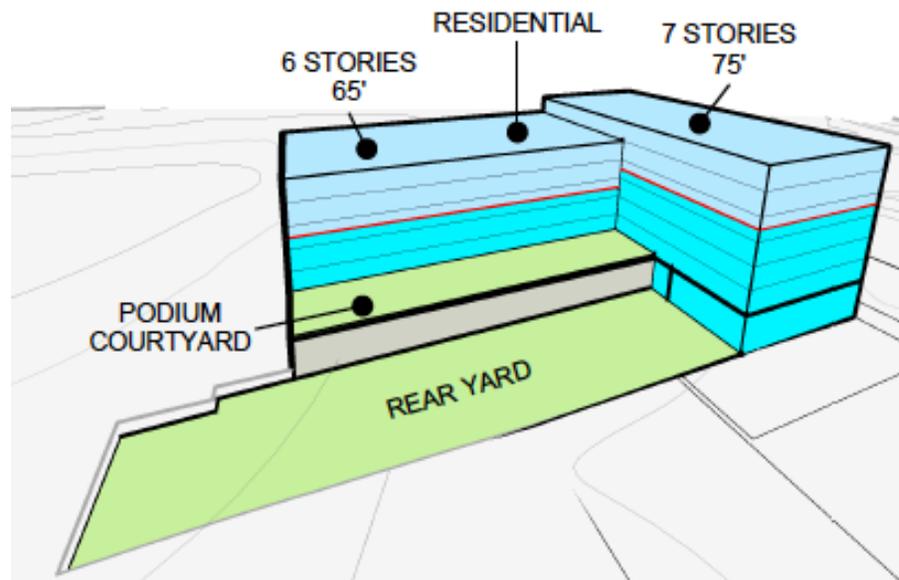
- Requires local governments to provide additional density or housing units in exchange for provision of affordable housing onsite
- Includes special provisions for land dedication and senior housing

35% Max State Density Bonus



Incentives and Concessions

Provide one or more “incentives” or “concessions” to projects that qualify for a unit density bonus.



- Reduction in site development standards or modification of zoning code or architectural design requirements (e.g. setback or minimum square footage requirements)
- Approval of mixed use zoning
- Other changes that result in identifiable and financially sufficient cost reductions.

San Francisco— Proposed Affordable Housing Density Program

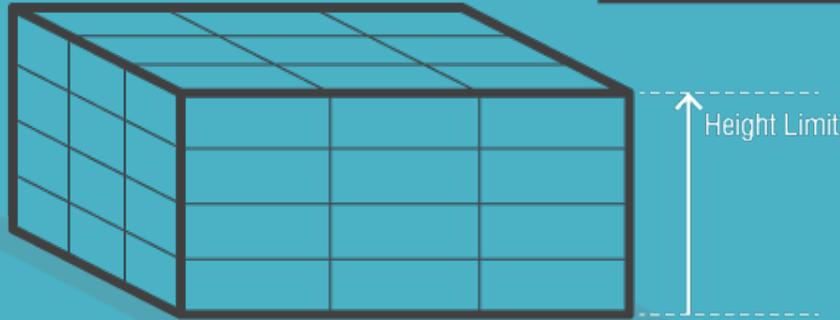


Following slides courtesy of San Francisco Planning Department

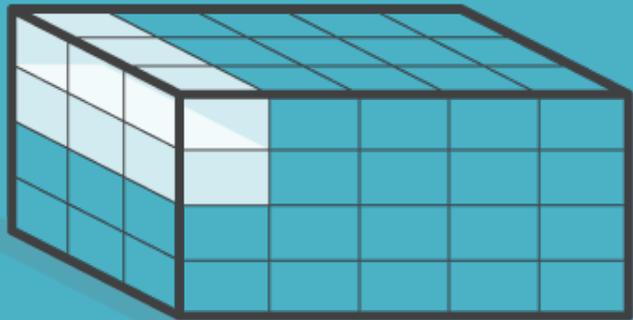
WHAT IS A DENSITY BONUS?

Building Envelope

MAX DEVELOPMENT POTENTIAL

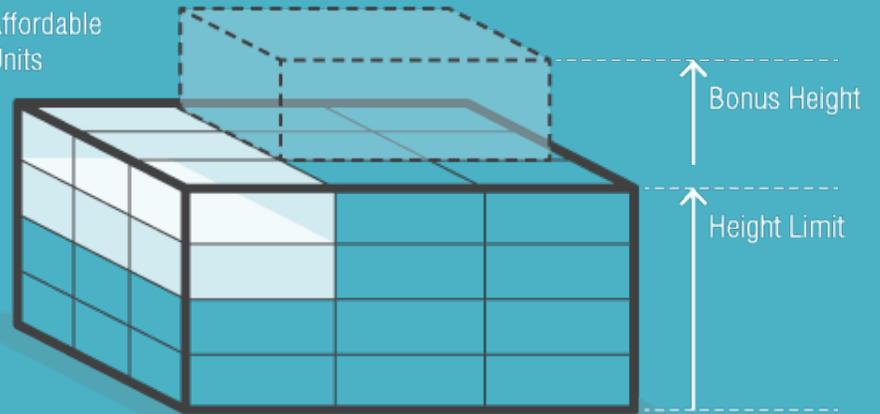


Affordable Units



DENSITY BONUS - WITHIN ENVELOPE

Affordable Units



DENSITY BONUS - HEIGHT

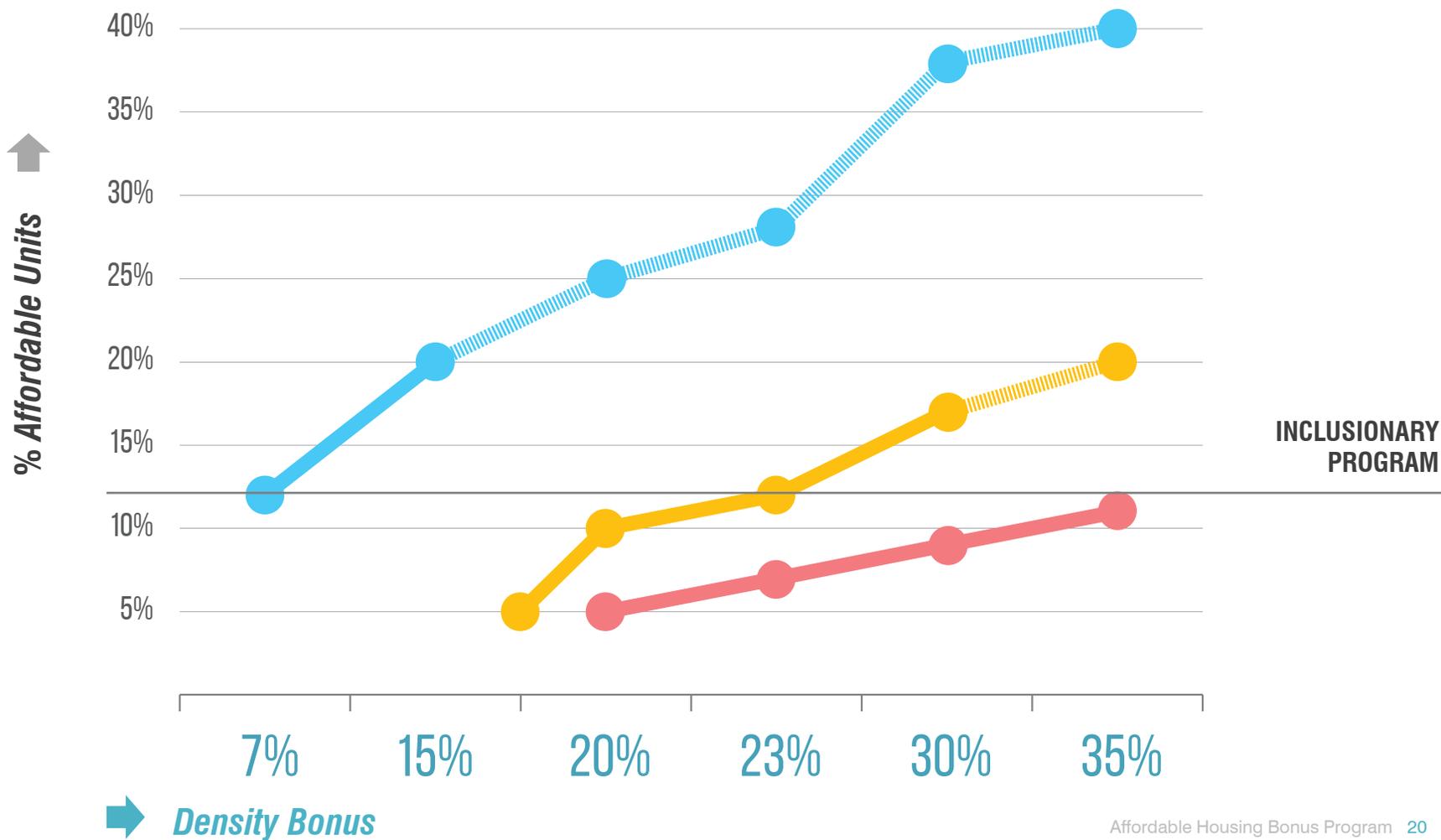


STATE DENSITY BONUS LAW

AFFORDABLE UNITS, BY DENSITY BONUS, BY AMI

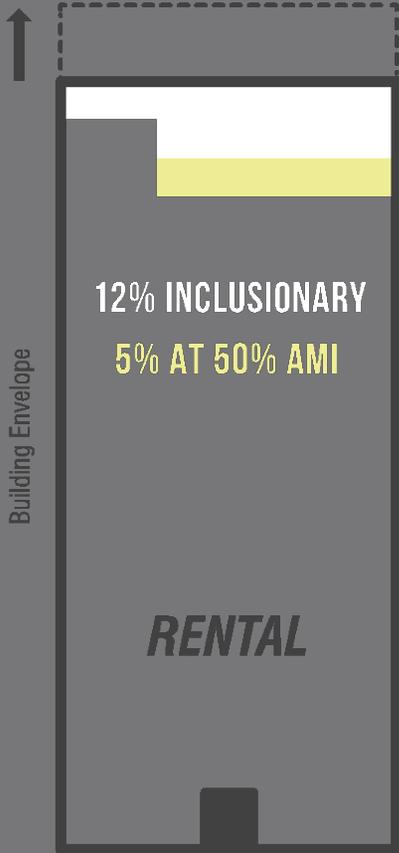
Density bonus, if onsite affordable units are:

- Very Low Income 50% AMI
- Low Income 80% AMI
- Moderate Income 120% AMI
- Not likely



AFFORDABLE HOUSING BONUS – OPTIONS

POTENTIALLY
UP TO 2 STORIES

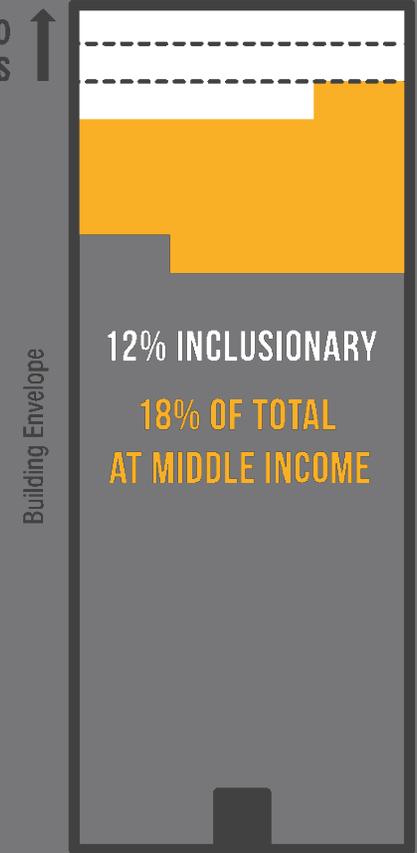


13%
TOTAL PROJECT



20%
TOTAL PROJECT

UP TO
2 STORIES



30%
TOTAL PROJECT

PROGRAM AFFORDABILITY



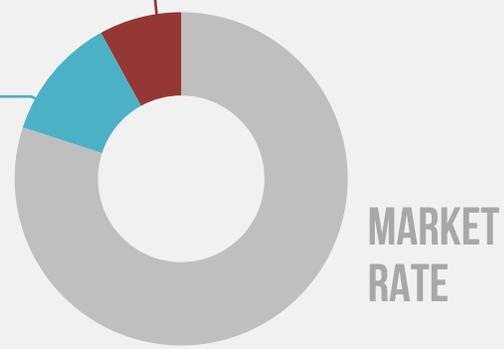
STATE PROGRAM
MAXIMUM 35% BONUS



13 OR 20 % OF THE
 TOTAL PROJECT
 AFFORDABLE

ADDITIONAL AFFORDABLE
0 - 8% various (50%,
 80% or 120% AMI)

REQUIRED
 inclusionary
 55% or 90%



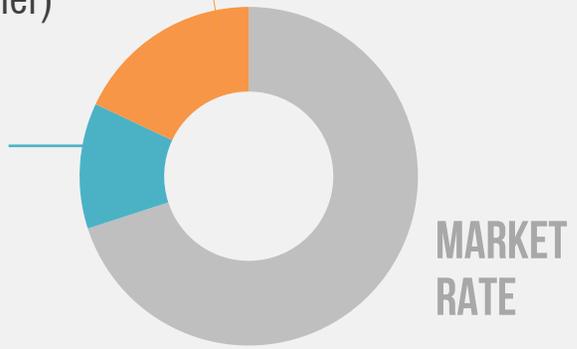
LOCAL PROGRAM
DENSITY REGULATED BY FORM



30% OF THE
 TOTAL PROJECT
 AFFORDABLE

ADDITIONAL AFFORDABLE
18% Middle Income (120%
 rental or 140% owner)

REQUIRED
 inclusionary
 55% or 90%



Strategies that create value and reduce parking costs

- Mixed-use = shared parking
- Parking reductions near transit
- Tandem parking/stackers
- Car/bike sharing
- “Complete Streets”
 - Pedestrian/bike friendly
 - Trees/landscaping
 - Safe crosswalks
- Neighborhood open space



Strategies to create and capture value from increased density

- Bonus and incentive zoning
- Performance zoning
- Planned development permits
- Development agreements
- Community benefit agreements
- Benefit assessment districts
- Impact fees (tiered)

Dynamic

Walkable**E**

Efficie**N**t

Sustainable

Diverse

Transit Supportive

Communit**Y**

A large, dense crowd of people walking down a city street, illustrating the concept of rapid future growth. The crowd is diverse in age and appearance, filling the street from the foreground to the background. In the background, a sign for 'DE BERNARDIS' is visible above a storefront. The overall scene conveys a sense of a highly populated urban environment.

Rapid future growth in California—
50 million people in 2050?

Statewide Policy Objectives

Social equity
Jobs/housing balance
Sustainable development

Peninsula Station, San Mateo (Mid-Peninsula Housing Corporation)



Growing need for affordable housing
and reduced housing costs

*Density helps achieve both...
and makes transit more effective.*

Mission Bay, San Francisco (Bosaeff)

Questions?