Housing Solutions: Accessing the American Dream

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Domus Development
New Partners for Smart Growth Conference
February 2, 2017
Barriers to Infill Development

**INFILL**
- High land cost
- Community resistance
- Lack of political leadership

**ENTITLEMENTS**
- Regulatory impediments
- Outdated zoning
- Arduous process

**IMPACT FEES**
- Upgrade requirements for existing infrastructure
- Myriad fees for existing services

**ENVIRONMENTAL**
- CEQA challenges
- Contamination/Brownfields

**FINANCING**
- Infrastructure costs
- Affordable housing expenses
- Dissolution of redevelopment

**PROJECT DIES**

**PROJECT STARTS**
Neighbors claim Hillcrest Motel is frequented by drug dealers and prostitutes.”
Case Study: La Valentina

LINCOLN COURT

After

Oakland, CA
Lincoln Court
81 Units for Seniors
Oakland, CA

Allowable Density: 30 units/acre

Approved Density: 82 units/acre

Required Parking: 2.5 spaces/unit

Approved Parking: .56 space/unit
La Valentina

81 UNITS FOR FAMILIES
SACRAMENTO, CA

Allowable Density:
30 units/acre

Approved Density:
72 units/acre

Required Parking:
2.5 spaces/unit

Approved Parking:
1 space/unit

*40% of residents walk, bike, or take transit for their daily commute
Siena Court

111 Units for Seniors
SF Bay Area

Allowable Density: 20 units/acre

Approved Density: 55 units/acre

Required Parking: 1.5 spaces/unit

Approved Parking: 1 space/unit

Utilized Parking: .5 space/unit
Temple Art Lofts

29 UNITS
SF BAY AREA

Allowable Density:
50 units/acre

Approved Density:
97 units/acre

Required Parking:
1.5 spaces/unit

Approved Parking:
0 space/unit
ANCHOR VILLAGE
STOCKTON | 73 units/acre | 0.45 space/unit | 50 units
Too Much Parking, Not Enough Housing

Minimum Parking Requirements are:

• Excessive
• Add costs
• Take space that could be used for more housing
## Lower Car Ownership

<table>
<thead>
<tr>
<th>City</th>
<th>Total Vehicles in Urbanized Area</th>
<th>Population</th>
<th>Urbanized Area (sq. mile)</th>
<th>Vehicles per Person</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles</td>
<td>6,433,000</td>
<td>11,874,000</td>
<td>2,980</td>
<td>0.54</td>
</tr>
<tr>
<td>New York</td>
<td>7,771,000</td>
<td>18,091,000</td>
<td>5,500</td>
<td>0.43</td>
</tr>
<tr>
<td>San Francisco</td>
<td>1,769,000</td>
<td>3,019,000</td>
<td>720</td>
<td>0.59</td>
</tr>
</tbody>
</table>

Source: 2000 U.S Census

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## Household growth in Los Angeles:

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>All households</td>
<td>1,284,124</td>
<td>1,304,145</td>
<td>20,021</td>
<td>-</td>
</tr>
<tr>
<td>All low-car households</td>
<td>262,244</td>
<td>280,192</td>
<td>17,948</td>
<td>89.5%</td>
</tr>
<tr>
<td>Car-free</td>
<td>171,304</td>
<td>179,587</td>
<td>8,283</td>
<td>41.3%</td>
</tr>
<tr>
<td>2 adult workers, one car</td>
<td>51,681</td>
<td>62,778</td>
<td>11,097</td>
<td>55.4%</td>
</tr>
<tr>
<td>3 adult workers, one car</td>
<td>13,359</td>
<td>12,987</td>
<td>-372</td>
<td>-1.9%</td>
</tr>
<tr>
<td>3 adult workers, two cars</td>
<td>25,900</td>
<td>24,840</td>
<td>-1,060</td>
<td>-5.3%</td>
</tr>
</tbody>
</table>

Data: American Community Survey, table by Shane Phillips
California Governor signs bill to ease parking requirements and create more housing

AB 744 (Chau) signed October 9, 2015

Smart Growth America
AB 744

As of January 1, 2016, developments containing affordable housing and located near transit will be entitled to greatly reduced parking requirements in most California communities.

AB 744, an amendment to California’s density bonus law (Government Code Section 65915) provides that, if requested by the developer, no city, county, or city and county may require more parking than allowed by the statute unless the local agency has completed its own parking study meeting specific standards.
Case Study: La Valentina

CORNERSTONE PLACE
EL CAJON | 70 units/acre | 1:1 parking ratio | 70 units
HOUSING DEVELOPMENT TOOLKIT

September 2016
Housing Development Toolkit

1. Establishing by-right development
2. Taxing vacant land or donate it to non-profit developers
3. Streamlining or shortening permitting processes, timelines
4. Eliminate off-street parking requirements
5. Allowing accessory dwelling units
6. Establishing density bonuses
7. Enacting high-density and multifamily zoning
8. Employing inclusionary zoning
9. Establishing development tax or value capture incentives
10. Using property tax abatements
We can do it!

We can work together to break down rules that stand in the way of building new housing....”

-- President Obama’s remarks to the U.S. Conference of Mayors, January 21, 2016
Thank you!

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