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# Meeting Notice and Agenda

## Regional Housing Needs Assessment Subcommittee

The Regional Housing Needs Assessment Subcommittee may take action on any item appearing on this agenda.

Friday, April 26, 2019

12 noon to 1:15 p.m.

SANDAG Board Room  
401 B Street, Suite 800  
San Diego, CA 92101

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and  
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## Agenda Highlights

- **Regional Housing Needs Assessment Workshop**

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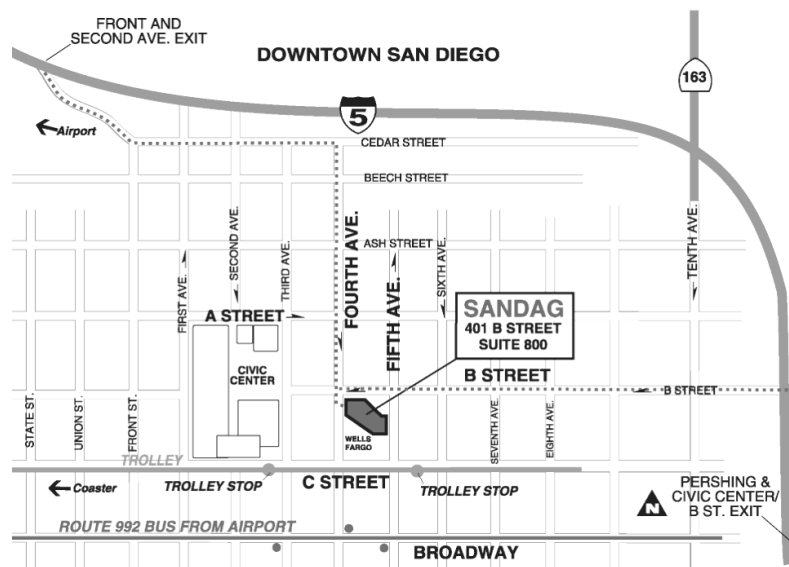
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# Regional Housing Needs Assessment Subcommittee

Friday, April 26, 2019

<b>Item No.</b>		<b>Action</b>
+1.	<b>Approval of Meeting Minutes</b> The Regional Housing Needs Assessment (RHNA) Subcommittee is asked to review and approve the minutes from its March 22, 2019, meeting.	Approve
2.	<b>Public Comments/Communications/Member Comments</b> Members of the public shall have the opportunity to address the RHNA Subcommittee on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to RHNA Subcommittee members. Public speakers are limited to three minutes or less per person. RHNA Subcommittee members also may provide information and announcements under this agenda item.	
<b>Report</b>		
+3.	<b>Regional Housing Needs Assessment Workshop (Seth Litchney)</b> The RHNA Subcommittee is asked to provide feedback on potential RHNA methodology, which was developed using input from the Board of Directors, RHNA Subcommittee, Regional Planning Technical Working Group, and housing stakeholders.	Discussion
4.	<b>Upcoming Meetings</b> The next RHNA Subcommittee meeting is scheduled for Friday, May 24, 2019, at 12 noon.	Information
5.	<b>Adjournment</b>	

+ next to an item indicates an attachment



## **Regional Housing Needs Assessment Subcommittee**

Item: **1**

April 26, 2019

Action: **Approve**

### **March 22, 2019, Meeting Minutes**

Chair Catherine Blakespear (North County Coastal) called the meeting of the Regional Housing Needs Assessment (RHNA) Subcommittee to order at 12:01 p.m.

#### **1. Approval of Meeting Minutes (Approve)**

Action: Upon a motion by Supervisor Jim Desmond (County of San Diego) and a second by Mayor Mary Salas (Regional Planning Committee), the RHNA Subcommittee approved the minutes from its February 22, 2019, meeting. Yes: Chair Blakespear, Supervisor Desmond, Councilmember Kristine Alessio (East County), Mayor Richard Bailey (South County), and Mayor Salas. No: None. Abstain: Rebecca Jones (North County Inland). Absent: City of San Diego.

#### **2. Public Comments/Communications/Member Comments**

Kim Kawada, Chief Deputy Executive Director, discussed the governor's budget trailer bill for housing.

#### **Reports**

#### **3. Regional Housing Needs Assessment Priorities (Information)**

Coleen Clementson, Principal Regional Planner, provided the results of the Regional Housing Needs Assessment Priorities Worksheets submitted by the Subcommittee members.

#### **4. Potential Regional Housing Needs Assessment Allocation Methodology Framework (Discussion)**

Ms. Clementson presented a potential RHNA Allocation Methodology framework based on feedback from the SANDAG Board of Directors, the RHNA Subcommittee, the Regional Planning Technical Working Group, and housing stakeholders. Additionally, Ms. Clementson asked the Subcommittee members to provide their preferred allocation emphasis.

Action: This item was presented for discussion.

#### **5. Upcoming Meetings (Information)**

The next Subcommittee meeting is scheduled for Friday, April 26, 2019, at 12 noon.

#### **6. Adjournment**

Chair Blakespear adjourned the meeting at 12:59 p.m.

## **Confirmed Attendance at SANDAG Regional Housing Needs Assessment Subcommittee Meeting**

Friday, March 22, 2019

<b>Jurisdiction</b>	<b>Name</b>	<b>Attended</b>
North County Coastal	Catherine Blakespear, Chair	Yes
City of San Diego	Monica Montgomery	No
County of San Diego	Jim Desmond	Yes
East County	Kristine Alessio	Yes
North County Inland	Rebecca Jones	Yes
South County	Richard Bailey	Yes
Regional Planning Committee	Mary Salas	Yes

**Regional Planning Technical Working Group Comments on the Potential  
SANDAG Regional Housing Needs Assessment Allocation Methodology Tool**

**City of El Cajon Community Development, Tony Shute (Submitted April 15)**

- Only count transit (Trolley) stations that can support housing – stations close to airports or on federal land should not be counted (El Cajon’s Gillespie Field should be removed)
- Transit stops (bus) are subject to ridership and are routinely removed – perhaps this can be adjusted or greater weight given to rail (95% to rail and 5% to transit corridors)
- An affordable household smoothing factor/adjustment needs to be incorporated so that cities that have shouldered the affordable burden should not this time around, if possible, and those cities that are out of balance should take on those units – see equity slide
- Jobs – only count civilian jobs that support a household *and* are located near a job center

**Housing You Matters, Deborah Ruane (Submitted April 16)**

- The resulting numbers seem somewhat disconnected for the near-term potential of some of the cities. The SANDAG version ignores capacity and, while the allocation shouldn’t necessarily be bound by one jurisdiction’s conservative general plan vs. another’s, it shouldn’t totally ignore this fact, as it impacts the near-term practicality of providing the allocation. In looking at the Poway proposal, maybe inclusion of the General Plan Capacity has some merit in addressing this imbalance.
- I wasn’t sure about the weight of R&R (75%) vs HFT (25%) in the Transit section. If you have no R&R but tons of frequent (and mostly *Rapid*) buses (Coronado and Imperial Beach), is that equivalent to having an R&R but no frequent bus service to move people to and from the R&R site (San Marcos, Santee and Solana Beach) such that you would need a car or Uber to get to the R&R? Is SANDAG prepared to allocate transit spending to address this deficiency?
- If they include military jobs, do they need include military housing, or are the military jobs only those for which housing is not provided? Are they prepared to allocate a share of RHNA directly to the military in the cities where it has an impact?

**City of Poway Development Services Department, David De Vries (Submitted April 16)**

- Regarding your request for feedback on the Methodology Exercise Tool, I recommend the RHNA Allocation be based on the Series 14 Forecast by region and excess units be allocated as described in the attached PDF Alternative 1 (determination remainder) so as to provide a regional framework that supports the factors shown in the attached PDF and provides the region the best chance for meeting housing needs for the upcoming cycle, since existing regional and jurisdictional plans and state ADU obligations will be used to the full extent.
- Specific to the spreadsheet, population should not be a contributing factor, since it has not been a preferred or suggested method discussed at any of the workshops and does not support any of the factors shown in the attached PDF.

### **City of Del Mar Planning Department, Kathleen Garcia (Submitted April 16)**

- Agree with the top priorities identified as “Proximity to Transit” and “Jobs/Housing Relationship.” The objective of these priorities is to increase transit use, reduce vehicle miles traveled, and relieve traffic congestion.
- Make sure that available land for development capacity to meet the RHNA number is also taken into consideration, so that no capacity is exceeded.
- To improve transit use, the potential RHNA allocation methodology should prioritize housing units in jurisdictions with rail and *Rapid* bus stations, while also providing units to areas with other high-frequency transit, such as bus lines with 15-minute intervals during peak hours.
- It is recommended that a 55-percent split go to “Proximity to Transit” in order to reduce GHG, fit with the Regional Plan, and recognize that jobs are spread throughout the County.
- Secondly, to reduce vehicle miles traveled and relieve traffic congestion, the RHNA allocation methodology should allocate housing units in jurisdictions with jobs, which could lead to shorter commutes.
- It is recommended that no more than 35% go to Jobs.
- Large parcels of State lands that contribute the majority (or at least a large percentage) of a jurisdiction’s jobs – such as the Fairgrounds in Del Mar – should be opened to housing development and be part of the State’s solution to the problem of housing.
- Agree that the housing allocation must consider low-wage jobs in each jurisdiction to ensure equity in the allocation of low-income and very-low-income housing near low-wage jobs. To ensure each jurisdiction receives housing units regardless of the jurisdiction’s proximity to jobs and transit, the potential RHNA allocation methodology of 10% based on the jurisdiction’s current population is appropriate.
- Throughout this entire methodology, SANDAG should ensure that this does not set up any jurisdiction to fail. A City’s allocation should not be impossible to meet or compromise sensitive lands.
- SANDAG should provide proof of the link of increased density with increased transit ridership. There is not necessarily agreement that increased density produces more ridership.

### **City of Oceanside Planning Division, Jeff Hunt (Submitted April 17)**

- The jobs factor should be 50%, but should be based on the jobs:housing ratio rather than just the number of total jobs. We believe that jobs should be a larger factor than transit, because jobs are specifically listed in the Govt Code re RHNA, the location of jobs is more critical in determining someone’s housing location, and the ratio accounts for both a city’s jobs and housing numbers.
- The transit factor should be 40% with rail & *Rapid* 50% and HFT 50% because bus lines are far more numerous and provide more service than rail.
- The 10% population factor is okay. Existing population is a reasonable factor.
- An equity and housing mix factor should be added. Cities that have a higher percentage of low-income housing and multi-family housing should not have to take on a similar share as a city that has lower percentages in order to avoid concentrations and to provide lower-income housing in all cities.

- We do not support any capacity factor. The ramifications are not producing housing per a city's RHNA have increased (i.e. SB 35) and will likely continue to increase (transportation funds?), and just because a city has not acted to accommodate housing doesn't mean it should get a smaller RHNA share.

**City of Carlsbad Planning Division, Don Neu (Submitted April 17)**

- The City of Carlsbad appreciates the opportunity to provide comment on the draft RHNA methodology exercise tool developed by SANDAG staff. We understand the tool is intended to assist SANDAG and member jurisdictions in equitably allocating RHNA units in a manner that reflects the priorities recommended by the Regional Housing Needs Assessment Subcommittee and furthers the objectives laid out in Government Code Section 65584(d).
- Carlsbad generally agrees with the principles that housing allocations should be linked to transit systems and near jobs centers where appropriate and feasible. The exercise tool provides a good start, but is incomplete in its current form. We offer the following suggestions that we think will help get SANDAG to an acceptable allocation methodology.
- With respect to the relative weightings of the priorities recommended by the RHNA Subcommittee, Carlsbad supports a methodology that gives greater weight (>50%) to transit than to the jobs and population priorities. Having a strong link between housing and transit reinforces the planning efforts reflected in local General Plans (particularly those comprehensively updated within the last 5–10 years), promotes the viability of Smart Growth Opportunity Areas, and furthers the goals laid out by SB 375 and SANDAG's Sustainable Communities Strategy.
- Secondary weighting could be given to the jobs factor (<50%). Locating housing closer to job centers begins to address one of the state's legislative objectives, but as drafted, the tool is insufficient. The tool could be improved by addressing not simply the number of jobs in a given jurisdiction relative to housing units (jobs to housing ratio), but go further in addressing the jobs to housing match, as required by law.
- The RHNA methodology needs to consider the types of jobs (and incomes they support) in a jurisdiction and how well they are matched to the housing profiles in that jurisdiction. Furthermore, the RHNA methodology should account for how workers, even those living within the jurisdictions where they work, can get to their jobs. Locating more housing in jobs areas not well-served by transit, which describes much of North San Diego County, may or may not appreciably reduce vehicle miles traveled if workers' only viable means to get to work is still by car. We also note that some job centers have developed as such in part because they are not conducive to housing. An example would be areas surrounding an airport.
- Carlsbad believes that all jobs should be considered in the weighting factor, not just civilian jobs. Military employees (and their families) need housing just as civilian employees do, so it seems odd to us that such jobs would be excluded from the allocation methodology. However, it may be appropriate to adjust the military jobs factor to account for employees housed on-base.
- Finally, Carlsbad suggests that the population factor be given the least weight (5–10% perhaps) among the proposed priorities. We believe the linkage to furthering state objectives is the weakest of the three and is not informative of a jurisdiction's ability to accommodate housing. For example, two cities could have similar populations but have vastly different capacities to accommodate housing. One city may be largely "built-out" with housing opportunities limited to infill and redevelopment, while a similarly populated city may have more available vacant land capacity.



- Once base allocations are made according to the priorities described above, Carlsbad suggests that the tool could be improved to further the objectives stated in GC 65584 (d) and adjust for the factors as described in Government Code Section 65584.04(e). In particular, we suggest SANDAG could modify the tool to adjust RHNA allocation for:
  - Availability of land suitable for urban development or for conversion to residential use (65584.04(e)(2)(B)). An adjustment could be made for areas of a jurisdiction surrounding an airport where housing is designated an incompatible land use per an adopted airport land use compatibility plan. In Carlsbad, for example, the McClellan-Palomar Airport Land Use Compatibility Plan defines residential uses (especially at higher densities) as incompatible with the airport in certain areas due to safety {Safety Zones 1–5) and noise (areas subject to >65 db noise levels) concerns.
  - Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis, including land zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts conversion to non-agricultural uses. {65584.04(e)(2)(C)). An adjustment could be made for areas of a jurisdiction that are protected pursuant to a locally adopted habitat conservation plan and approved by state and/or federal wildlife agencies. For example, Carlsbad’s adopted Habitat Management Plan, which is the city’s subarea plan under SANDAG’s 2003 Multiple Habitat Conservation Plan, permanently conserves nearly 6,200 acres of biologically sensitive and ecologically valuable land. These lands are not available for accommodating housing needs. Additionally, there are agricultural lands in Carlsbad protected from conversion to residential use by a voter-approved ballot measure (Proposition D, 2006). These areas could similarly be discounted for RHNA allocation purposes.
  - Disproportionate shares of households within a particular income category relative to the region. In the past, this has meant either allocating more lower-income housing units to jurisdictions with higher-than-average household incomes or incentivizing with local transportation funds jurisdictions that plan for more lower-income housing. Land costs are highly variable throughout the region and are correlated to household incomes. Therefore, Carlsbad supports a RHNA methodology that is paired with financial support and incentives to provide affordable housing for all economic segments of the communities throughout the region.

**City of San Diego Planning Department, Laura Black (Submitted April 19)**

- The City of San Diego appreciates SANDAG’s efforts in creating the Draft RHNA Allocation Methodology Tool utilizing the factors of transit availability, jobs, and population for the upcoming RHNA cycle.
- The City supports the general methodology reflected within the tool and does not have a position at this time on the specific weighting of the three factors.
- We will support any allocation of units to the City that results from the different weighting of these factors given that the City has sufficient land use capacity to accommodate any potential allocation of units within the tool.

# Potential SANDAG RHNA Allocation Methodology Alternative 1

