LOCAL, CLEAN & GREEN
Planning Infill: How to Encourage Sustainable Land Use

University of California Berkeley School of Law

December 2, 2011
California’s population expected to grow from 37 million to 43 million by 2020 and 55 million by 2050.

- By 2050, over 25% of Californians will be over 60 years old (currently 16.3%)
- Currently, 68.7% of households are “Family Households” with an average size of 3.45 people/household

- Number of housing units built in the last 20 years has not kept up with demand, resulting in high cost of housing.
- Existing cities and towns have room to accommodate future population growth if smart growth practices are utilized.
- Today, 4 out of 5 voters place higher importance on improving alternative transportation options than expanding roads.
BARRIERS TO INFILL DEVELOPMENT

- Restrictive Land Use Policies
  - CEQA
  - Regulatory impediments in the zoning/permitting process

- Community Resistance

- Political Leadership

- Scarce Fiscal Resources
  - Affordable housing
  - Infrastructure
  - High land cost
  - Higher cost of infill buildings
• Located in downtown Pittsburg (population 63,264 people), in the heart of historic Old Town

• Opportunity for mixed-use senior housing and higher density

• City redevelopment funds were leveraged with Prop 1C Infill Infrastructure Grant, 9% low income housing tax credits & conventional financing

• Supported by several groups: FOCUS, ABAG and local residents
A FORECLOSED DEVELOPMENT:
NEIGHBORHOOD EYESORE
Pittsburg, CA (2009 Existing Conditions)
SIENA COURT
Construction Progress 2010-2011
110 units of high-quality affordable 1 & 2 bedroom units for seniors (30%-60% AMI)

- Green roof, landscaped courtyard, and plaza
- Centrally located on-site parking in garage
- 10,000 SF of neighborhood serving retail
- 3,800 SF of common space on ground floor with senior services
- Waiting list of over 500 and is a catalyst for development
  - Market rate development occurring next door
Through strong political leadership, City partnered with Developer to overcome barriers

- Fully entitled in four months
- Garnered community support
- Funding Assistance
  - City owned land was donated to developer
  - Quick entitlement saved money
  - City provided Development Impact Fee waivers
  - City completed required infrastructure work on behalf of project
  - City partnered with developer to obtain $4.9 million in state Infrastructure Financing
LA VALENTINA STATION & NORTH
Sacramento, CA

- Amenities such as ground floor retail and social services space
- Bike storage and a public plaza
- LEED Gold Rating Design
- Clean-up and development of polluted site

- The North site features Solar Panels on Roof and net-zero energy consumption
- Affordable rents with apartments ranging from studios to three-bedroom
High Density

- Zoning Change from RMX (36 DUA) to Multi-Family R-5 (70-150 DUA).
- La Valentina Station Building entitled at 76 DUA, total project at 66 DUA, and reduce Parking from 1:1
- Variances require less setback, increased height limits, and allows for ground floor commercial uses.
LA VALENTINA STATION
Designed by David Baker + Partners, Opening Summer 2012
Northwest Perspective

La Valentina
Domus Development
South Elevation

La Valentina
Domus Development
East (rear) Elevation

La Valentina
Domus Development
LA VALENTINA NORTH
Designed by YHLA Architects, Opening Summer 2012

Domus Development, LLC
City took initiative to simplify development process

- Land was vacant for 20 years. City was awarded grant funds to remediate the site.
- City rezoned site to allow for additional density, height increases, setback reductions and parking reductions.
- Supported developer with submittal of state funding applications.
LA VALENTINA - A TRANSIT VILLAGE
In Construction - Opening Fall 2012

La Valentina North

La Valentina Station
WHAT LOCAL GOVERNMENTS CAN DO

- There needs to be a shift in how we think about and build our communities:
  - Cities should focus development near transit
  - Support infill and affordable housing near existing services
  - Allow mixed uses of buildings and flexibility in zoning regulations
  - Streamline entitlement process
  - Reduce parking requirements while encouraging developers to provide alternate transportation and pedestrian friendly solutions for affordable infill developments
  - **INCENTIVES** for affordable & TOD infill developments at local level