

| Bill Number | SB 50 | AB 1279 | AB 1483 |
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| Summary | Establishes Equitable Communities Incentive to provide for upzoning within: - 1/2-mile of rail and ferry stations - 1/4 mile of high quality bus - jobs-rich areas. | By-right development approval in state-designated high-resource areas (HRAs) | Mandatory posting on local web site all housing development-related fees and all zoning and planning requirements Authorizes MPO's to request additional local housing data via HCD. Requires HCD to develop data sharing and open source protocols. |
| Funding | | | HCD required to provide technical assistance to local agencies upon request. Potential new costs for MPO. |
| Production | By mandating greater density allowances near transit and in "job rich areas," bill has the potential to greatly increase the production potential for new units, including affordable housing units, across the region and statewide. By right development of fourplexes may result in significantly more of this type of housing project, though only applies to vacant lot or conversions and subject to all local zoning. | Could add new units that are affordable to moderate- and low-income households in infill sites close to schools, jobs and transit. Would not require public subsidy for new deed-restricted affordable housing. | Indirect: Posting of all planning and zoning standards and fees on web site will help facilitate development by making such information more accessible to developers |
| Protection | | Would protect existing tenants from physical displacement by disqualifying rental properties (in use over the last 10 years) from by-right approval. Would disqualify areas that are (or potentially could) experiencing gentrification or displacement from by-right approval. | |
| Flexibility | Uniform height upzoning requirements in 1/2-mile of rail and ferry stations in counties > 600,000. Elsewhere, one-story increase above current zoning. By right development of duplex and fourplexes but subject to all other local zoning ordinances Does not take into account frequency of rail and ferry service Limited flexibility except for "Sensitive Communities" which have 5-year window to develop community-led plan which must meet the same development capacity as SB 50 would otherwise require. | Allows local jurisdictions to set objective design standards. Prohibits discretionary review/approval that could trigger CEQA. Higher building intensity levels are tiered based on existing zoning. | Different levels of capacity at the local level to compile and track housing-related data. |
| Jobs / Housing Balance | Inclusion of jobs-rich areas as eligible for upzoning and concessions (similar to density bonus law) would result in increased housing availability near jobs, regardless of transit access. | By definition, high-resource areas are near (high-performing) schools, job centers and/or public transit. By increasing middle- and low-income housing opportunities near schools, jobs and transit, the bill could make a substantial improvement in the jobs-housing balance at the local, county and regional level. | |
| Reward Best Practices | | Benefits to jurisdictions that meet or exceed development standards proposed in this bill are unclear. | Jurisdictions with information already posted on their web site will already be in compliance. |
| Financial Impact | Fee-based services provided by local jurisdictions such as garbage pickup and permit parking should see an increase in revenue. Increased demands on local services and infrastructure, including schools, parks, transit and roads. | Fee-based services provided by local jurisdictions such as garbage pickup and permit parking should see an increase in revenue. Administrative approvals should reduce the need for additional permit approval staff. Would not require public subsidy for new deed-instituted affordable housing. | Additional staffing costs associated with providing new information to HCD, posting zoning standards and fees on its web site and to the public upon request. Potentially offset by HCD technical assistance. |

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| Trans & Infrastructure Impacts | <p>Potential increase in opposition to transit rail or ferry expansion and bus service increases from residents that oppose new housing.</p> <p>Upzoning and reduced parking minimums in areas without good access to transit may result in increased local traffic and street parking near such housing; regionwide, however, more housing in job-rich areas should reduce overall VMT if it reduces average commute distance (i.e. even if new residents are driving to work, their commute distance is less than it would have been). Upzoning may have impacts on schools, parks, and other infrastructure.</p> | <p>Does not limit local development impact fees or parking standards.</p> <p>Proposes higher densities and heights in low density areas at a scale that could potentially negatively impact congestion, school access or parking availability.</p> | |
| Resilience | <p>Excludes from upzoning areas that are: high fire risk, coastal zones cities <50,000; only infill sites in coastal zone.</p> | <p>Excludes by right approvals in severe fire hazard, flooding and earthquake zones.</p> | |
| Parallel Policy Mandates | <p>Will help achieve Fair Housing outcomes as part of RHNA goals by increasing the supply of middle- and low-income housing.</p> <p>Could help meet GHG reduction targets my increasing transit-oriented development; could also negatively impact GHG reduction targets by increasing housing development in those "jobs-rich" areas without high quality transit.</p> | <p>Will help achieve Fair Housing outcomes as part of RHNA goals by increasing the supply of middle- and low-income housing near amenities</p> <p>Could negatively impact GHG reduction targets by increasing density in neighborhoods without good access to transit or walk/bike friendly.</p> | <p>Help assist with annual tracking at local and regional levels towards RHNA goals</p> |