



MEMO

To: RHNA HMC Team
From: Civic Edge Consulting
Date: January 29, 2020
RE: January 24 HMC Meeting #4 Notes - DRAFT



Meeting Info

HMC Meeting #4
Friday, January 24, 2020
Bay Area Metro Center

Meeting Notes by Agenda Item

1. Call to Order/ Roll Call / Confirm Quorum – Jesse Arreguín, Fred Castro

2. Chair's Report – Jesse Arreguín

Noted that this committee has decided to wait to address the issue of consistency between Plan Bay Area and RHNA, particularly as ABAG and MTC have not yet made a decision on Plan Bay Area and RHNA integration. Information will be presented at the next HMC meeting on the issue of consistency of allocation based on geography.

3. Consent Calendar

4. Continuing Discussion of Methodology Factors – Gillian Adams, Brad Paul, and Amber Shipley

HMC Member Questions on Presentation

- **Pat Eklund:** Asked if information detailing each factor was included in the agenda packet for the meeting.
- **Monica Brown:** Inquired about funding for local jurisdictions to assist with implementation of the job-housing fit factor.
 - **Gillian Adams:** Responded that RHNA does not come with tools for implementation. Communities need to come up with their own local housing plan.
 - **Arreguín:** Added that there will be state grant funding sources to assist in implementation. ABAG also has grant funding. This question also relates to Plan Bay Area and the development and implementation of Plan Bay Area.

HMC Member Questions/Comments – Clarifying Questions

- **Bob Planthold:** Asked if the term “accessibility” used in the presentation is referring to proximity. Highlighted that “accessibility” has a different meaning in the disability community and suggested using the term “proximity” to provide greater clarity.
 - **Adams:** Noted this clarification. Staff will make this change.
- **Eklund:** Asked if staff could identify what the policy goals or factors are that are underrepresented in the blueprint.
 - **Adams:** Clarified that the blueprint has not been developed yet. Referencing underrepresented policy goals was a way to clarify why the HMC might consider additional factors to Plan Bay Area 2050.
- **Eklund:** Inquired about the reasoning for using permits issued instead of approvals issued.
 - **Adams:** Noted that permits issued is used because it is the dataset currently available. There were recent changes to the report local governments are required provide to the state, but staff does not have that information for past years.
- **Eklund:** Asked why the number of households at the census tract level within high-resource areas was used instead of acreage. Expressed concerns over the availability of land to develop in high-resource areas.
 - **Adams:** Stated that staff uses households instead of acres as a representation of people living in those places rather than acres itself.
- **Josh Abrams:** Asked about the state’s index used to calculate the high-resource area factor.
 - **Adams:** Responded that the index includes the following indicators: poverty, adult education, employment, job proximity, median home value, pollution, math and reading proficiency for fourth graders, high school graduation rates, student poverty, and a filter related to poverty and racial segregation.
- **Welton Jordan:** Asked for a clarification on overcrowding and whether this dataset refers to adults only or families.
 - **Aksel Olsen:** Responded that per the Census Bureau, it is more than one person in a room, so it includes the entire population of a household.
- **Victoria Fierce:** Inquired about the jobs accessibility factor and whether the factor compares commute times by car and by transit. The map and presentation show differing information.
 - **Olsen:** Stated staff does have access to transit data but was not able to pull it into this iteration of the maps in time for this meeting.
- **Neysa Fligor:** Asked about the 30-minute commute and whether it’s better to put miles instead of commute time when considering the jobs accessibility factor.



- **Olsen:** Stated using miles does not reflect difficulties getting around during congested times.
- **Fligor:** Inquired about shifts in a jurisdiction's share of permits issued for very low- and low-income housing over time. Will these jurisdictions get more low-income housing or would they get a higher RHNA number across the different categories?
 - **Adams:** Noted the factor considers the share of affordable units. For this meeting, staff included a factor that affects jurisdiction total number.
- **Darin Ranelletti:** Noted the allocation of market rate units and asked if these factors consider affordability.
 - **Adams:** Staff did not look at factors specific to market feasibility.
- **Susan Adams:** Expressed concerns about comparing BART to the SMART train capacity levels. Asked whether jurisdictions can swap housing allocations.
 - **Fligor:** Asked about including subregions where distribution of allocations could potentially be decided locally.
 - **Gillian Adams:** Explained how trading within a subregion could potentially work.
- **Elise Semonian:** Asked about housing population data and expressed that the local housing element cycle does not align with this process. Expressed concerns about double counting factors, especially if a jurisdiction has already taken that factor into consideration previously.
- **Jane Riley:** Shared concerns about environmental impacts of RHNA at the local level. Regarding areas of opportunity, in unincorporated areas of Sonoma, there are steep hillsides that pose risks in environmental disasters. Unless a per capita basis is used, highlighted that it would be challenging for places where there are no resources available and environmental risks.
- **Jeff Levin:** Inquired about education measures in areas of opportunity and whether the scale – jurisdiction / tract level – is properly capturing opportunity.
 - **Adams:** Noted staff used the State dataset that shows information at tract level.
- **Victoria Fierce:** Inquired as to the reasoning behind including building vs. occupancy permits.
 - **Adams:** Noted building permits issued is the dataset currently available.
- **Brown:** Asked for clarification on what is meant by a "good school" and suggested that staff move away from using this term to indicate a well-resourced school.
 - **Adams:** Acknowledged this concern.
- **Abrams:** Asked if the factors will include future planned development in Plan Bay Area.
 - **Adams:** Answered affirmatively if HMC chooses to use Plan Bay Area.



- **Carlos Romero:** Noted that the racial segregation category fits into the fair housing and equity factors. He expressed that race could have been included in this section even as a potential category to assess fair housing and equity considerations.

- ① When you say "Accessibility" Do you mean "proximity"?
- ② Identify underrepresented Blue Print goals?
- ③ Can we use 'approvals' v. permits issued?
- ④ Why not a ceiling in high resource areas?
- ⑤ Factors in Highest Resource Areas?

- ① Overresponding - How is it defined?
- ② Jobs/commute - what ^{accessibility} happened to transit?
- ③ Can we use miles instead of commute time?
- ④ Clarify the last RTHA Jurisdiction Factor?
- ⑤ Market Feasibility → Any thought on this w/ current factors?

- ① Can jurisdictions snap housing allocations?
- ② 5 years of data on this RTHA cycle - maybe more realistic? As currently written, double-counting?
- ③ Communities of opportunities - what if they overlap w/ hazards?
- ④ Are Education measures properly capturing opportunity?
- ⑤ Permits = occupancy or lived in?

- ① What is a "good school"?
- ② Future Household → Market Factors?
- ③

Small Group Exercise Report Outs:

Yellow

- Group was divided along J2: Jobs Accessibility as their preferred Jobs and Jobs-Housing factor. Raised questions on whether 30 minutes was an accurate representation of a standard commute. The other half of the group supported the J3 map.
- Interest was expressed for all three Plan Bay Area factors, but more information is needed.



- Observed that in high resource areas where there is less overcrowding and cost burden, market rate housing with less affordable units tends to be built. In areas where there is overcrowding and cost burdening, housing would likely go to low income communities.
- Selected E1 as their preferred Fair Housing and Equity factor in this section. Raised questions on how factors will be weighted and showing exposure to fire hazard and other environmental hazards on the maps. Noted that other constraints, such as narrow streets, hillside protection ordinances, regulatory environmental hazards, should be indicated on the map.
- Selected T1 as their preferred Transportation factor. Stated that this factor is the most aspirational factor. Asked how total acreage considered takes into account acreage suitable for housing and job development.
- Natural hazards are very important to consider and have been included in other factors. The group felt that O2 also was important to include.
- Pat Eklund additionally noted that housing should go where future jobs are and therefore housing should be dispersed across those areas.

Blue

- Focused on fair housing and equity factor and had an in-depth conversation on integrating equity into these factors.
- Selected E1 as preferred factor focusing on areas of high opportunity with a couple caveats. Recommended that racial segregation be called out in this factor while being mindful of previous remarks made by Brad Paul. Highlighted the nuance of racially integrating areas of high opportunity and avoiding gentrifying and displacing people in communities of color that currently exist.
- Emphasized their strong preference for E1 and articulated that it does not make sense to push housing in areas where there is existing cost burden.

Orange

- Expressed need for greater clarity on the data and calculation for the Plan Bay Area factor. There is a need to understand the allocation process and how this factor is calculated.
- Jobs-Future Jobs stood out as a key factor to consider.
- Called for factors to be analyzed in combination and gave an example of analyzing the job-housing balance as related to transit.
- Asked about Plan Bay Area and how current and future jobs are considered as well as job growth.
- Prioritized E1 as the most significant factor under fair housing and equity to consider. Highlighted the need to call out race as a specific category.
- Expressed support for more housing outside of these areas to stabilize displacement in high resources areas.
- Highlighted the importance of addressing cost burden and overcrowding. Using market rate housing solutions in the near term does not address cost-burden and overcrowding.
- Expressed that the job-housing balance is very important. Fit should be used for income distribution.



- Noted that under possible transportation factors, T1 makes more sense to this group than T2. T2 reflects where transit is already next to housing. Noted that existing land allocations in transit priority areas (TPAs) for T1 strategies should remain.

Maroon

- Focused discussion on natural hazards first. Emphasized that there is not a way to easily compare hazards and the RHNA map.
- Suggested that past RHNA performance should be examined for lessons learned.
- Suggested the Plan Bay Area maps be combined and asked for more information on what will occur.
- Highlighted the need to make sure we put jobs near transit and these calculations should weight towards jobs.
- Selected E1 as the preferred factor for the high resource area maps. Noted that all communities should have access to resources.
- Expressed concerns about the practicality of allocations and implementation. How do we get it done?
- Selected options 1 + 2 to reflect jobs-housing fit. Noted that HMC members will have to make sure there is diverse housing in these areas.
- Inquired about using planned transportation and considering what is planned vs. constructed. Suggested that jobs and transit would be a good factor.

Purple

- Selected the T1 transportation factor. Noted that there is a need to orient HMC members on how to look at the data to refine discussion. Inquired about the proximity of high-resource areas to jobs.
- The group would like to see the P3 map by land area, so using the projections across land area.
- Asked about the possibility for commute time reduction over time. How are bus only lanes taken into consideration?
- Future transit consideration was liked amongst the group.
- Expressed that J2 was a transportation map and should focus on proximity to jobs and resources, not just a high resource area.
- Prioritized P2 and P1 factors and shared concern on impacts to fair housing.
- The maps would do well as overlays. Looking at them side by side was challenging.
- For equity factors, the group selected all 3. Pointed out that cost burden does not equal overcrowding and that maybe we'd like to see what over housed looks like instead. What would looking at opportunity levels by tracts and not jurisdiction tell us? Who gets access to well-resourced schools is a little bit more refined than the tract the school is in.
- Within the jobs-housing fit factor, group prioritized J2 and J4. Would like to see weighting within proximity to jobs and expanding beyond jurisdictions.
- Regarding J1, the group wanted to look at high VMT and destinations based on job source. Interested in shortening commute and increasing jobs.
- The group would like HMC to use current building permit data as last RHNA cycle happened during recession. There was desire for more information on hazard areas.



Teal

- Started with a discussion on P1 and P3 and housing and transit access. Noted that not all transit is equal and that greater distinction should be made between high quality and modest quality.
- This group had strong consensus on E1 as their preferred factor for fair housing and equity. Discussed impacts to high resource areas as well as other areas. Also considered data issues with the North Bay.
- Emphasized a desire to combine J2 + J4 – jobs-housing fit and proximity to jobs and housing. Asked how commute shed availability is taken into consideration.
- On transportation, the group reached consensus the jobs factor was more important than transit. Making sure we build housing near transit was a more compelling argument.
- O1 makes sense – look at hazard zones.

Public Comment:

- **Shajuti Hossain, Public Advocates**

Stated her attendance in support of factors addressing social equity. A memo was circulated to HMC members from the Six Wins for Social Equity Network outlining their technical recommendations on equity in RHNA. Key points are as follows: (1) AFFH be used in metrics for all steps of the methodology, (2) more information needs to be provided on opportunity maps, and (3) weighting of factors needs to align with the scale of the problem and more information needs to be provided on factor metrics.

- **Justine Marcus, Enterprise Community Partners**

Expressed appreciation for staff's work on E1 and acknowledged that this is a technical and consensus building challenge. A couple different metrics on the table such as opportunity maps and other metrics for racial segregation and exclusion. Expressed desire for rigorous analysis behind the opportunity maps and how that stacks up against broader driving forces behind these patterns – racial exclusion, legacy of single-family zoning, etc. There is a real opportunity to compare these factors. There are problems with data to scale up from census tract to jurisdiction and weighting must be considered with significant magnitude. Noted that staff could consider allocation floors in communities that are historically exclusive proportional with their populations. Underscored the disinvestment of segregated communities of color in the region and called for holistic community development at the local and regional level.

- **Aaron Eckhouse, CA YIMBY**

Asked HMC members to focus on objective metrics instead of using self-reported factors from cities. Encouraged HMC to not rely heavily on past RNHA methodologies. Shared support for previous comments on distinguishing fair housing in total allocation and income level allocation. Expressed agreement with staff that more housing opportunities should be created in high-resource areas, rather than steering development to low-resource areas. When considering factors that reflect poverty and high poverty areas, use the regional need determination. Prioritize areas accessible to transit as low density areas have a lot of areas to grow and develop around transit.



- **Jay Garfinkle, Alameda resident**

Stated concern for safety as a factor. Much of Alameda is fill and subject to sea level rise and liquefaction. During king tides, two of the main egress areas are underwater. People would not be able to get out of the island and emergency services couldn't get there. Special attention must be given to the safety factor. The whole island of Alameda is a high hazard area. Also expressed concerns about HMC representation. Alameda is represented by a member from a suburban area. The two communities are not comparable. Noted that it does not make sense to have them represent Alameda.

- **Paul Foreman, Alameda Citizens Task Force**

Shared concerns about impact of hazards on the weighting of factors. Noted that areas with land availability like Alameda may seem like they should have increased housing allocations, but they should not due to hazards and that should be considered in weighting. Also stated that there is a disconnect between RHNA and the funding mechanism. The current goals of market rate and affordable housing are imbalanced. Is there some way for communities to get credit for adding market rate?

Lunch / Dot Voting to Prioritize Factors Across the Categories

E1 High Resource Areas – 19 HMC, 3 audience

E2 Cost-burdened households – 3 audience

E3 Overcrowded households – 1 audience

T1 Transit Connectivity – 6 HMC, 1 audience

T2 Transit Access – 5 HMC

Vehicle Miles Traveled – 5 HMC, 2 audience

P2 Future Jobs – 8 HMC, 2 audience

P3 Future Transit Access – 1 HMC

01 Natural hazards – 9 HMC, 1 audience

02 RHNA Performance – 1 HMC

02b RHNA Performance – 2 HMC, 3 audience

J1 Existing jobs – 1 HMC

J1b Recent Job Growth – 1 HMC

J2 Jurisdiction Job Access – 11 HMC, 3 audience

J3 Jobs-Housing Balance – 6 HMC

J4 Jobs-Housing Fit – 6 HMC, 3 audience

Other Factors

E "1.5" Potentially index racial divergence or isolation – 3 audience

Market feasibility – 1 HMC





HMC Member Questions/Comments – Discussion on Consolidating Factors

- **Welton Jordan:** Shared that having only three dots felt like artificial scarcity.
- **Victoria Fierce:** Stated that a land density map may be helpful to compare datasets – land area vs. population with access to transit etc.
- **Paolo Ikezoe:** Noted that unincorporated areas are not clearly marked on these maps and may confuse what is happening in the more urbanized areas. The unincorporated areas in each county are skewing data.
- **Matt Regan:** Stated that it would be helpful to have a feasibility map. Asked how much it costs per square foot to build housing in each area. What is the market feasibility for



what we're trying to achieve in different communities? Some analysis in that regard would be helpful.

- **Josh Abrams:** Getting housing near jobs is the biggest factor for me. Getting jobs and housing near well-performing schools is also important. Lastly, the GHG impacts of where the housing goes is also significant. Those three things get at transit in a more holistic approach.
- **Scott Littlehale:** Put a dot on high resource areas. This is an index comprised of these other factors including job proximity, which is another one of my priorities as a representative of people with a median commute of 90 minutes. It's interesting to see what's loaded in the index. We may need to unpack and look at the weighting.
- **Aarti Shrivastava:** Inquired where Plan Bay Area is situated in this process. Noted that it would be important to test this process after weighting and factor selection. Model data and assess whether this is having unintended consequences. It would be good to test the methodology before implementing.
- **Jeff Levin:** Highlighted that this group needs to think first about the outcomes. Which factors will get us to those outcomes? It would be useful to look at some sort of race factor. High resource areas can be a good proxy. Asked whether racial exclusion can be considered as a specific factor.
- **Michael Brilliot:** Asked if the draft methodology will then be tested. Are we getting to the intended methodology and how will we know? Noted that more clarification is needed with opportunity areas. Inquired about outlying areas where the jobs are likely not going to go. It is important to overlay factors and do not induce sprawl. Analyzing factors separately was difficult.
- **Bob Planthold:** Expressed support for previous suggestion earlier for diverse types of housing. The cost of side by side duplex is different from a four-story apartment building. There is a big difference to build housing in one part of Bay Area. The cost of housing materials varies in different parts of the bay, which should be considered when building low income housing.
- **Rick Bonilla:** Indicated that the city of San Mateo is in the wrong spot on the map. Noted that future transit opportunities, such as the electrification of Caltrain, should be taken into consideration.
- **Diane Dillon:** Added that a map overlaying the varying costs to build in the region would be helpful. In Napa County, it costs \$500 per square foot to build. Insurance is also a barrier to building more housing. Noted that in rural areas of the region these costs can be barriers.



- **Carlos Romero:** Echoed previous comments on the importance of race as a factor. Voted for high opportunity area due to few other factors that addressed race. Highlighted and voiced support for the dense memo sent out by the Six Wins for Solidarity that includes equity recommendations.
- **Rodney Nickens, Jr:** Voted for high-resource areas but noted that the category needs to be unpacked more. Voted for jobs-housing balance and highlighted the need to continue to look at how we focus growth in exclusionary areas. Stated that HMC members must think about racial segregation when addressing gentrification.
- **Victoria Fierce:** Asked about the VMT maps and noted that it was not clear if the darker color indicates commuting in or out. Noted that maps visualizing GHG emissions would be helpful and would more accurately depict the climate crisis.
- **Ellen Clark:** Expressed that in the current RHNA cycle, low frequency rail doesn't solve environmental concerns.
- **Brandon Kline:** Noted that occupancy certificates issued should be considered. Not all permits issued lead to occupancy certificates. Stated that maps should be switched from vehicle miles traveled (VMT) from level of service (LOS). Highlighted that this process should capture metrics not always looked at in land use planning.
- **Jonathan Fearn:** Voted for high-resource areas. Noted that HMC members should not lose sight of homogeneity in zoning, as this is a major driver in exclusion.

Public Comment:

- **Jay Garfinkle, Alameda resident**
Inquired about the definition of diversity within this process and whether income, racial, or other categories of diversity are being included. Questioned the RHNA process as it alters population growth and geographic development trends.

5. Draft Criteria for Evaluating Methodology Options

HMC Member Questions/Comments

- **Bob Planthold:** Expressed confusion on the types of housing referenced in the first objective on page 19. What is being done to define higher housing costs as opposed to a single-family home?
 - **Adams:** Responded that this objective focuses on home values. This objective aims to increase the mix of housing types.
- **Matt Regan:** Noted that the presentation seems to focus on one objective. Inquired how these objectives will meet SB 375 goals and GHG reductions. Asked if this presentation reflects a comprehensive overview.



- **Adams:** Stated this is what was prepared by the State.
- **Planthold:** Noted that in objective 5, the wording refers to income; however, fair housing also applies to people with disabilities. Asked how accessible units could remain earmarked for people with disabilities from planning/development to construction and occupancy.
- **Mindy Gentry:** Inquired if HCD is looking at these objectives as equally important.
 - **Adams:** Responded that all of these objectives must be met.
- **Neysa Fligor:** Asked about data regarding people with disabilities. What is HCD or ABAG's process for determining each category? Used income as an example to showcase differences across the region. Shared that according to developers, demand is for middle to high income in Los Altos. Asked for more data around estimates for housing demand based on income.
 - **Adams:** Responded that staff does not have answer and suggested looking at existing RHNA income distribution for how shares are allocation.
- **Adams:** Stated that staff will use this feedback to inform the HMC process. Shared next steps to take the feedback on factors and start to think about weighting factors. Staff will use this framework from the state to show progress towards fulfilling goals.
- **Jeff Levin:** Highlighted the need to show lower income housing data over time. Stated that lower income communities have been displaced out of areas that now appear as higher income areas. Utilizing a data snapshot in time will not address the problem.
 - **Adams:** Responded that displacement over time may be accounted for with allocations to higher resource areas. Staff will look into this question.
- **Paolo Ikezoe:** Noted that what the state and what the HMC is trying to do is to set a target fairly for high- and low-income jurisdictions. If a jurisdiction has a low RHNA, it's not your maximum. It's a target for addressing housing.

Public Comment

- **David Early, Placeworks**
Observed that many of the objectives refer to income, not total allocation. Asked if HCD will take recommendations to change evaluation criteria.
- **Aaron Eckhouse, CA YIMBY**
Shared serious concerns about objective #4, stating that it will steer allocation of market-rate housing away from wealthier areas where it is most likely to be built and towards poorer areas where it is less likely to be built. This raises concerns about gentrification and displacement. This affirms including AFFH in the total allocation to jurisdictions as well as the distribution of income within that allocation. This may undo the great work we've already begun to do today.

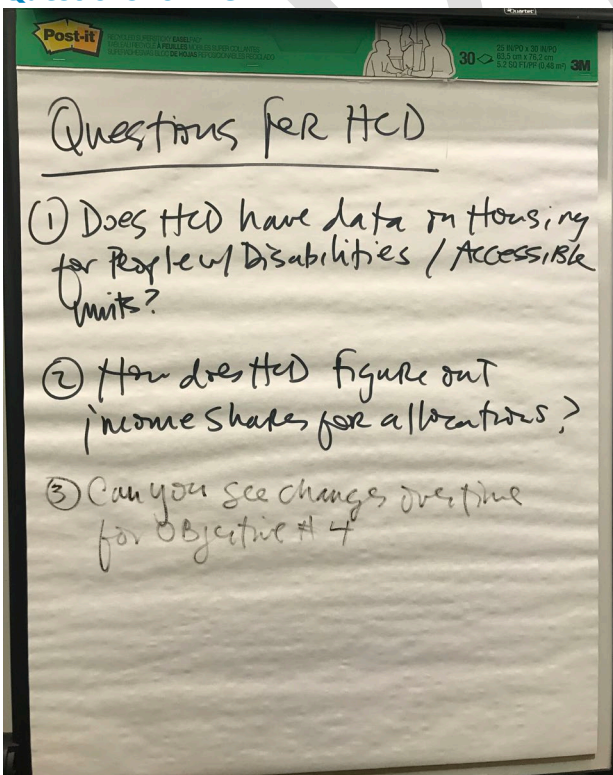


- **Adams:** Stated that these objectives are in the State's statute. We will need to find a way to address all of these objectives.
- **Jay Garfinkle, Alameda resident**
Asked about local jurisdictions assigning disabled access units to people with disabilities. Noted that upon moving in, people without disabilities could sign a contract to vacate the unit should someone with access needs request the unit.
- **Afshan Hamid, Planning Manager, City of Vallejo**
Shared an update on their local efforts to get more housing into Vallejo and through their housing element. Their policies encourage them to develop more mixed housing. Highlighted that the gap is construction, labor, material costs. They are not seeing the rate of investment from developers. The market isn't supporting what the policies are saying. There will continue to be a gap, so this is something that should be addressed through this process.

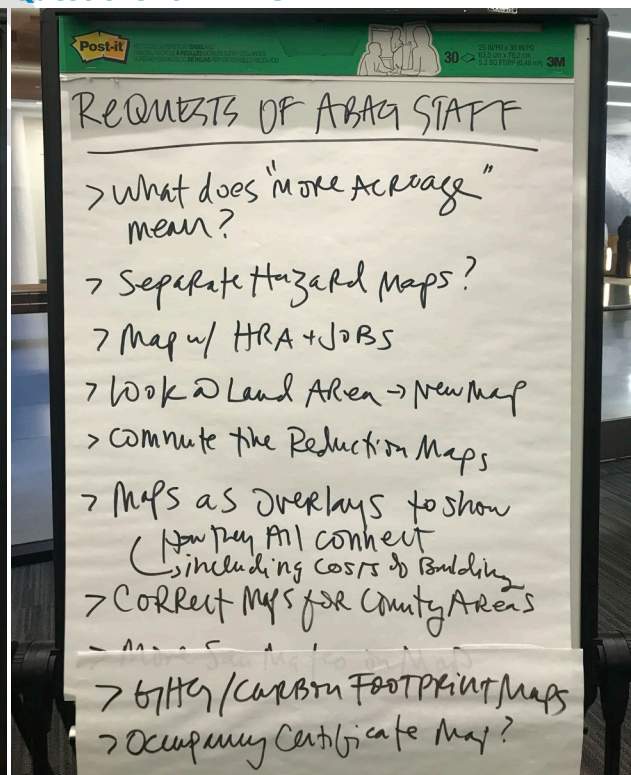
Staff Response to Displacement Comments

- **Brad Paul:** Responded to comments on low income areas and displacement. Stated that allocations are at a jurisdictional level. At the local level, policymakers can determine where housing allocation is distributed. Noted that there are also Plan Bay Area recommendations that could address displacement. There is a discussion at the regional level for funding housing affordability. Expressed support for the suggestion to discuss evaluation criteria with HCD.

Questions for HCD



Questions for ABAG



6. Wrap Up and Next Steps

Meeting Photos

