



Service Matters

HOUSING NEEDS A SMART GROWTH FORMULA



Sprawl is no longer a term exclusive to Southern California. In the Bay Area the mismatch between the location of jobs and housing strains our roadways and environment. As a result, cities, counties, agencies and community groups across the Bay Area have posed a "smart growth" focus for regional planning.

The Regional Housing Needs Determination (RHND) allocations have become one focal point for the discussion of smart growth principles. A constant refrain heard during the multi-jurisdictional review of housing numbers allocated to Bay Area cities and counties has been: "How do you take regional and local factors, like jobs, housing, land use and transportation, reach balance, and meet the state mandate to plan for decent affordable housing?"

The new Regional Housing Needs Determination (RHND) numbers that ABAG released on June 1, 2000, reflect a step towards city-centered and balanced development patterns. This is a third generation of RHND numbers from a process that started in

April 1999, and is the result of extensive feedback from jurisdictions and intense deliberations at the May 18, 2000, ABAG Executive Board meeting.

The revised methodology has resulted in a shift of housing allocations towards job producing areas. The ABAG Executive Board emphasized that the jobs/housing balance and development planning should occur in urbanized areas. This revised methodology also puts emphasis on cities taking a greater share of future housing growth within their spheres of influence. The modifications to the methodology include:

- A revised jobs/housing weighting ratio of 50/50 (a shift in the jobs/housing weighting ratio from 10/90).
- A revised unincorporated sphere of influence (SOI) distribution of 75% of the allocations assigned to the cities and 25% assigned to the counties (a shift in the distribution of unincorporated SOI allocations from 100% to counties).

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HOUSING NEEDS - CONTINUED

Complete RHND numbers for the Bay Area are posted on the Regional Housing Need section of ABAG's website:

www.abag.ca.gov/planning/housingneeds/99rhnd.htm

WHAT HAPPENS NEXT

The RHND process is inherently controversial because of the scope of the state mandates. Recognizing that no formula will ever receive full regional concurrence, the housing allocations posed respond to regional dynamics of smart growth, while leaving the planning of units to

the individual jurisdictions. The process will move forward after the 90-day local review and comment period (June 1-August 31, 2000), followed by the ABAG sixty day response-to-comments period and then the final approval of the Executive Board set for November 16. As of January 1, 2001, local jurisdictions will begin the process of reviewing their Housing Elements. This timeline is based on an anticipated legislatively approved six month extension of state mandated deadlines.

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EVOLUTION OF RHND FORMULA

To ensure an adequate supply of decent affordable housing as California's population grows, the state adopted Government Code Section 65584 in 1980, requiring local governments to plan for its share of anticipated regional housing needs. The law requires the State Department of Housing and Community Development (HCD) to determine the number of housing units required by each region across all levels of affordability on a periodic basis (currently every 5 years). Each Council of Governments (COG) must, in turn, distribute those numbers among its member jurisdictions.

In April 1999, the Association of Bay Area Governments (ABAG) began a process to develop a methodology for fairly distributing the region's housing need numbers. An ad hoc committee of elected officials and planners developed the methodology, which took into consideration each community's household and job growth. In November 1999, the Executive Board adopted the methodology and each jurisdiction was notified of its share of the region's 1999-2006 housing need.

Informational meetings were held throughout the Bay Area where jurisdictions in open forums examined the housing need numbers and methodology and filed comments on their allocation numbers. As a result of extensive feedback and the joint commitment to smart growth policies, the Executive Board made modifications to the methodology at the May 18th Executive Board Meeting. Staff issued revised allocations for each jurisdiction on June 1. On the same date the 90-day local review and comment period began. Once each jurisdiction has had the opportunity to comment on their numbers, and ABAG has filed its response, each jurisdiction must incorporate its share of the state's housing need into its updated general plan housing element. The elements must be submitted to HCD by June 30, 2001.

HOUSING NEEDS TAKE CENTER COURT

Cities and agencies are responding to housing needs in a variety of developments and housing initiatives. The following examples give a sense of the kinds of projects being developed to meet the need.

Development in East Dublin Mushrooms

Dublin is one of the fastest growing cities in the region. Over the next 20 years, ABAG projects that Dublin's population of 31,500 will double, the number of employed residents will increase by 20,700 and the number of available jobs increase by 22,320. Dublin (along with Brentwood) will experience the highest projected growth rate (111 %) in the Bay area.

Part of this growth includes expanding the city of Dublin to the east. Approximately 13,000 new homes, as well as office and retail development, are planned for the 3,300 acres of now-unincorporated land east of Camp Parks. Plans for East Dublin include policies on balancing jobs and housing. This expansion of East Dublin will continue for at least the next two decades.

Teacher Housing Initiative

The US Department of Housing and Urban Development (HUD) announced a new housing initiative that would provide housing for San Francisco teachers who want to live in the neighborhoods where they teach. Art Agnos, HUD's Western Regional Representative, explained that the Teacher Housing Initiative will be an integral part of HUD programs to build affordable housing.

HUD will partner with the San Francisco Board of Education to build 43 rental homes adjacent to the new Parkside Elementary School on Vicente Street in San Francisco. The FHA program will insure the mortgage costs for the developer and it is projected that groundbreaking will take place in September. HUD is also providing a 40-year loan guarantee to develop 92 units of affordable rental housing in San Jose with about half of those units set aside for teachers.

Fremont and Surplus School Property

Fremont city and school officials are exploring a proposal to build affordable housing on soon-to-be surplus school property. They want to set aside some of it for teachers, police officers and other public employees. Fremont, the fourth largest city in the Bay Area, is looking at creative ways to deal with skyrocketing home prices and apartment rents. The original concept introduced by school trustee Jim Petersen proposed that the school district act as developer, find a general contractor to build an apartment complex and then rent the units out to teachers. School trustees and city council members will be working on ways to flesh out the proposal: exploring funding mechanisms that could lower the costs of housing projects, as well as reviewing housing projects that would feature a mix of affordable and market rate units.

Housing After a Disaster

How are you standing up to the Quake? What will you do about housing after a disaster? Enter ABAG's contest to showcase how you, as a local government, are working to reduce housing impacts caused by disasters like earthquakes. ABAG's competition will highlight two to six original and effective programs relating to risk public education and financial incentives for structural retrofitting of houses. Contest applicants may be either local governments or other organizations working to reduce housing losses or peak shelter demand.

Application deadline is August 31, 2000. Entries will be judged by selected ABAG employees and ABAG Housing Mitigation Committee members. Winners will be recognized at our Fall 2000 General Assembly. For a complete description of the contest, contact Jeanne Perkins, ABAG Earthquake Program Manager, at jeannep@abag.ca.gov or at 510/464-7934.

AGENCIES TURN GREEN

The Bay Area Green Business Program, coordinated by the Association of Bay Area Governments, works directly with businesses certifying them as “green.” This special designation means that they have demonstrated compliance with environmental regulations, and that they have met higher standards for waste reduction, pollution prevention and energy and water conservation. While the program was developed with the business community in mind, government agencies have recently begun to request certification as well, so that they can “lead by example” for the businesses they regulate.



In **Alameda County**, the East Bay Municipal Utility District Reprographics Department and the **Union City** Public Works Maintenance Facility have been recently certified “green.” In addition, **Alameda** Power & Telecom has initiated the process for getting an office and maintenance facility certified. **Contra Costa County’s** fleet maintenance operations and the city of **Pleasant Hill** fleet maintenance operations have also “gone green.” The **Sonoma County** Office of Education Print Shop has been certified in the compliance-based Sonoma Green program, which is the first step towards becoming certified as a Bay Area Green Business. Congratulations to these government agencies for demonstrating their leadership by volunteering to “green” their operations.

Launched in 1996, the voluntary Bay Area Green Business program is currently available in five counties (**Alameda, Contra Costa, Napa, Santa Clara and Sonoma Counties**). Collectively the programs have certified 240 Green Businesses, with 125 of those certified through the Sonoma Green Program—compliance only. Though these “Green Businesses” have included primarily auto repair shops, printers and wineries, other businesses are welcome to participate. As examples, Alameda County

has developed a checklist for hotels, and just certified a bed and breakfast inn. A hardware store and a bank were recently certified, and an auto manufacturing plant, photo lab, and silicon wafer reclamation facility are going through the certification process.

What Makes a Business Green?

Each “green” business reduces pollution and conserves resources. Green auto repair shops eliminate the use of volatile organic compounds (VOCs) and chlorinated solvents, and change their clean-up practices to prevent polluted wastewater from entering storm drains leading to the Bay. Green printers use recycled paper, recycle their own waste paper, replace many of their inks and solvents with less toxic substitutes, and carefully pre-treat remaining wastes. Green wineries have reduced their solid waste, installed systems that save millions of gallons of water annually, and implemented energy conservation measures.

If you are interested in Bay Area Green Business Program certification, or want more information about the Program, visit the Bay Area Green Business website at <http://greenbiz.abag.ca.gov> or call the program’s Regional Coordinator Ceil Scandone at 510/464-7961.

Government agencies are being certified “green,” leading by example the businesses they regulate.

AFTER THE NIGHTMARE: POST EARTHQUAKE HOUSING ISSUE PAPERS

Housing after a disaster is the post earthquake nightmare. In October 1999, ABAG estimated that an earthquake on the Hayward fault (from San Pablo Bay to the Alameda-Santa Clara County border) would generate 156,000 uninhabitable housing units, 357,000 displaced persons (not counting pre-existing homeless and visitors), and a minimum peak shelter population of 110,000. In ABAG's latest earthquake research, *Preventing the Nightmare: Post Earthquake Housing Issues*, a price tag is put on the cost of mass care. The projection is that mass care would cost almost \$200 million dollars for the first two months after an earthquake on the Hayward fault. These costs are considered the tip of the iceberg, especially since local governments would be required to establish interim housing for those in shelters while damaged housing is repaired or rebuilt.

These are just a few of the issues discussed in *Preventing the Nightmare: Post Earthquake Housing Issues*, which is the third in a series of groundbreaking reports issued by ABAG. This report specifically addresses the methods and data needed to quantify housing and sheltering demands during short-term mass care efforts and the longer-term recovery process. It contains three papers which summarize issues related to the consequences of housing damage following disastrous earthquakes,

particularly those which are expected to occur in the San Francisco Bay Area. *Issue Paper A* presents a cost estimate model for initial mass care needs and as a comparison piece

Issue Paper B shows how long it took to repair or replace uninhabitable housing following the Loma Prieta and Northridge Earthquakes. *Issue Paper C* describes the housing marketing factors that would influence housing recovery following future Bay Area earthquakes.

In the Bay Area where the shortage of housing is considered critical, the impact of a disaster and the resulting need to provide shelter and new housing would be overwhelming. What this publication does is provide for the first time models, data and projections that would be useful for government and agencies to problem solve regional and local housing needs and then determine the kind of advance mitigation needed. At the core of the report is the need to find answers and solutions to three critical questions:

- ✓ How long will it take to repair or replace Bay Area houses after an earthquake, given the existing housing market and economic climate?
- ✓ How can local governments and others help reduce that time?
- ✓ What are mitigation priorities for housing, utilities, transportation, manufacturing/production, and retail-local services, given the competition for limited resources?

"*Preventing the Nightmare*" also underscores the fact that we are in the relative infancy of our efforts to understand the response and recovery process of past earthquakes, much less predict with total accuracy what will happen in the future. However, the information and working numbers provided in this cutting-edge report

are quantifiable projections and data. They move us forward in understanding the process and the vital role of government in the rapid repair and recovery of housing.

Cost Element	Entire Hayward Scenario	Peninsula San Andreas Scenario	Entire San Andreas Scenario	Northern Hayward Scenario
Sheltering	\$ 23,100,000	\$ 14,800,000	\$ 22,200,000	\$ 9,600,000
Bulk Distribution	\$ 17,800,000	\$ 11,900,000	\$ 17,900,000	\$ 7,100,000
Fixed and Mobile Feeding	\$153,100,000	\$102,500,000	\$154,400,000	\$60,400,000
Administration	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000	\$ 2,700,000
Total	\$196,700,000	\$131,900,000	\$197,200,000	\$ 79,800,000

Total Cost by Scenario by Function from Issue Paper A

For more information concerning this report, contact Jeanne Perkins, ABAG Earthquake Program Manager at jeanep@abag.ca.gov or 510/ 464-7934. The report can be purchased for \$10.00 plus \$3 shipping and handling and local sales tax.

NOISE FORUMS GENERATE VOCAL PUBLIC COMMENT

“Over-flight noise is worse than ever.” That was the consistent concern voiced by all attendees at four public forums sponsored by the Regional Airport Planning Committee (RAPC). RAPC is a joint planning committee of the Association of Bay Area Governments, the Metropolitan Transportation Commission, and the San Francisco Bay Conservation and Development Commission. The public forums were attended by over 300 persons, representing 54 different communities and seven counties in the Bay Area, and included aviation and agency experts.

Here is a sample of public comments about over-flight noise in the Bay Area and the general concerns related to increased air travel and air cargo that dominated the forums:

“I didn’t used to hear it, but I sure hear it now.”

Many long time residents reported that, after living in their homes for many years, they were now being affected by over-flight noise. Even after taking measures such as installing double-paned windows, these residents reported that vibration and broadcast interference were constant problems inside and outside their homes.

“Where did that come from? I don’t live close to any airport.”

Other Bay Area residents who do not live close to a major commercial airport reported that over-flight noise had become a constant and growing problem, one that they could not have anticipated. Speaker after speaker indicated that over-flight noise is not just confined to the area around airports, but is widespread throughout the Bay Area. They claim it is more extensive than statistical measures of noise would indicate.

“Don’t tell me I do not have a problem.”

People coming to the workshops repeatedly described how they have reported problems and have only received a post card in response. They felt that their noise problems were due to actual measurable loud noise, rather than just individual perceptions. In other instances, people said they were told that airports do not have any legal responsibility to solve problems beyond a few miles from an airport.

“I am worried that this is affecting my health.”

Some attendees questioned the health affects of noise, vibration, and exhaust fumes on their health. Some cited

studies that said vibration and noise from airplanes can negatively affect health. On the issue of emissions, there was concern that, while cars are mandated to have cleaner emissions, there was no similar mandate in place for the aviation industry.

“My community is getting more than its share. Where is the equity?”

There was much discussion about Bay Area airspace and the routes that airplanes fly. These were established, for the most part, 30-40 years ago. Many people were concerned that some communities are experiencing a much larger percentage of flights overhead than their neighbors. FAA representatives acknowledged that some of the flight patterns could be changed, but to do so they need agreement by all affected jurisdictions and communities about how the changes should occur. This raised the concern that there was no mechanism within our region for settling such disputes.

What can be done?

A number of short-term and long-term recommendations were proposed throughout the forums. These are being reviewed by RAPC and other interested jurisdictions. Some recommendations that were proposed include:

- Study in concert with FAA how Bay Area airspace could be redefined.
- Investigate and recommend to the Bay Area Congressional Delegation the adoption of a new standard for measuring noise.
- Recommend that the federal government proceed with the adoption of Stage 4 aircraft noise regulations, which are already being considered and implemented in Europe.
- Determine whether the region should endorse legislative efforts to strengthen the regional airport planning process, since the existing system was created when airport impacts were more localized.

Utilizing these forums and other community responses, RAPC is currently updating the Regional Airport System Plan to address existing and future air transportation issues. The critical planning issues being discussed include alternative ways to meet increasing air travel and cargo demands, its impact on San Francisco Bay, overflight noise, air quality, and airport access.

For more information about the process, contact Patricia Perry, ABAG Senior Regional Planner, 510/464-7957.

ABAG LEGISLATION UPDATE

AB 1744 (Longville) Housing Elements: Would extend the date for the third revision of the housing elements within the general plans for local governments under the jurisdiction of ABAG and SCAG to December 31, 2001. [Support](#)

AB 1968 (Wiggins) Land Use/Regional Impacts: Would authorize cities and counties to enter into an agreement to plan and coordinate land use issues on a regional level; create a Local Regional Support Fund for any appropriated funds; and would establish a grant fund through the Governor's Office of Planning and Research to cover the cost of regional planning activities pursuant to its provisions. [Support](#)

AB 2398 (Papan) Property Tax Revenue Allocation/Commuter Rail Facilities: Would modify the Transit Village Development Planning Act of 1994 to require that ad valorem property tax revenues, derived from the assessment of any transit-oriented development located within a transit village development district, be allocated to the city where it is located or to the county, if it is within an unincorporated area. [Support](#)

SB 1629 (Sher) Highways/Pedestrian and Bicycle Access: Would require bicycle and pedestrian access on all highways constructed after a specified date and on bridges, unless exceptions are found by a responsible agency after a public hearing. [Support](#) / potential modifications

SB 1642 (Figueroa) Housing Element/Housing Assistance: Would require the distribution of regional housing needs to reach a jobs-housing ratio within a county of one housing

unit for each 1.5 jobs, thereby creating a state-mandated local program by imposing new duties on local agencies. [Support](#)

SB 1815 (Vasconcellos) State Planning: Would require the Office of Planning and Research (OPR) to develop indicators of the state's social, economic, community and environmental well being; propose quantifiable benchmarks to reach strategic goals; require a series of meetings to define "smart growth;" and require OPR to monitor and report on the progress of these benchmarks. [Support](#)

SB 1966 (Brulte) Elections/County and Municipal Initiative Measures: Would authorize the appropriate governing entity to refer the proposed initiative measure to any county or city agency for a report on the effect of the measure on the use of land, impact on availability and location of affordable housing, and the ability of the county or city to meet its regional housing needs. [Support](#)

SB 2017 (Perata) ABAG/MTC Fair Share Housing Starts Review: Would require ABAG and MTC to determine policy criteria based upon balance of jobs and housing, to evaluate whether local governments are implementing their fair share of housing starts and participating in regional congestion plans; would require developing a monitoring, evaluation and incentive program. [Support](#)

SB 2113 (Burton) Redevelopment Plans/Extension: Would extend the statutory deadlines for redevelopment activities of a city and county if local officials use the resulting funds for affordable housing (specifically for the City and County of San Francisco). [Support](#)

PUBLIC EMPLOYEES SAVE TIME AND MONEY AT ABAG'S HAZMAT SCHOOL.COM

The ABAG Training Center recently opened a "click and mortar" school. ABAG now offers an online training service for hazardous materials and safety topics: www.hazmatschool.com. This virtual training has already served 223 students located throughout the United States, helping them fulfill their OSHA required training.

Because the delivery of training courses over the Internet costs less than "brick and mortar" classroom training, ABAG is able to offer virtual courses at lower rates—up to 50% less. This new approach to training

can save jurisdictions money and is time-effective. All HazMat school students have been pleased with their ability to take courses at their own pace without disrupting their busy work schedules. As a result the training is gaining widespread popularity. CAL OSHA has sent its hazardous materials inspectors to our on-line HazMat School for refresher training.

In coming months additional courses will be added to the safety training track, as well as new courses in human resources and management.

MARK YOUR CALENDAR!

July 2000

5 - 1:00 p.m.
Regional Planning Committee
MetroCenter, Auditorium

19 - 12:00 Noon
ABAG POWER
Executive Committee Meeting
MetroCenter, ABAG Room 106B

August 2000

16 - 12:00 Noon.
ABAG POWER
Executive Committee Meeting
MetroCenter, ABAG Room 106B

20 - 3:30 p.m.
Legislative & Governmental
Organization Committee
MetroCenter, ABAG Room 106B

5:00 p.m.
Finance & Personnel Committee
MetroCenter, ABAG Room 102A

7:30 p.m.
Executive Board
MetroCenter, Auditorium

Save the Date

ABAG
Fall General Assembly
Co-Sponsored by
Bay Area Bioscience Center

**GENE ACRES 2000:
THE BAY AREA
BIOTECHNOLOGY BOOM**

October 5-6, 2000

**The Fairmont Hotel
San Francisco**

Notable Numbers....

Top Ten

Santa Clara and Alameda Counties are two of the state's fastest growing counties.

ABAG Projections 2000

Top Ten

Bay Area cities Brisbane, Brentwood, Cupertino, Dublin and Rio Vista rank in the state's top ten with highest percentage growth rates.

California Department of Finance

#1

San Mateo County has the Bay Area's highest housing costs.

27%

Bay Area households who can afford to buy a median-priced, single family home, compared to 55% nationally.

45%

Renters statewide unable to afford fair market rate for two-bedroom apartment in 1999.

#1

Bay Area leads the state in housing deficit.

California Budget Project



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